

# The War In Pictures

MAY 4<sup>th</sup>  
1918

# Leslie's

*Illustrated Weekly Newspaper*

PRICE 10 CENTS

In Canada, 15 Cents

NOTICE TO READER. When you finish reading this copy of Leslie's Weekly place a U. S. 1-cent stamp on this notice, hand same to any U. S. postal employee, and it will be placed in the hands of our soldiers or sailors at the front. No wrapping, no address.  
A. S. Burleson, Postmaster General.



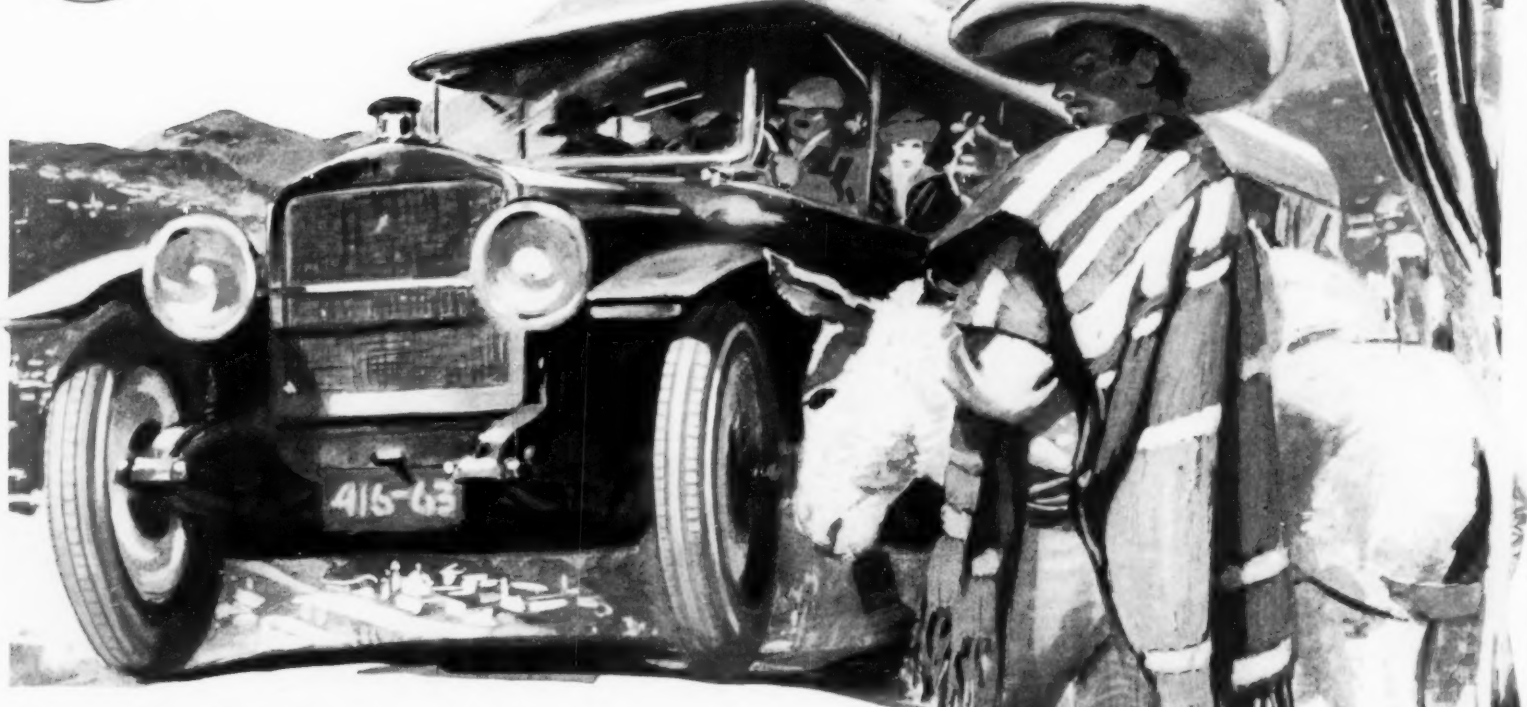
JAMES HORTON MERY FLAGG

## IS YOUR HEART RIGHT?

★ Copyright, 1918, by Leslie's

## OVER HALF A MILLION A WEEK

# United States Tires are Good Tires



## 41633 miles on the Redondo Stage

You can remember the day when 4000 miles on a tire was astounding mileage.

Today a good tire, properly handled, should go much farther.

We have an authentic record of one United States Royal Cord Tire that achieved the exceptional mileage of 41,633.

Not on a gingerly-driven private car but on the Redondo Stage, a sixteen passenger motor bus that plies between Redondo and San Pedro, California.

As a matter of business, the Stage Company keeps a record of tire mileage.

M. J. Kent, Manager of the Company, says that two other Royal Cords on the same stage have covered more than 22,000 miles each and are still in good condition.

No one can estimate accurately the mileage that any tire will give. Too many conditions influence service.

But it is a fact proved time and again that United States Tires will give the plus service that makes them a first-class investment.

It pays to buy *good* tires. It pays to take good care of them.

In equipping your car with United States Tires, you know that you are getting more miles for your money,

—utmost in service and satisfaction,

—demonstrated value that has sent the sales of United States Tires mounting to one new record after another.

Five treads give you a choice to fit every motoring need.

### Don't Waste Mileage

Don't scrape your tires on the curb.

Don't run in car tracks.

Don't set brakes so quickly as to lock wheels.

Slow up for bridge "edges" and crossovers.

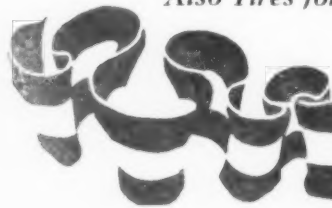
Don't let tires stand in oil.

Don't neglect cuts in tread.

**DON'T RUN WITH TIRES UNDER-INFLATED**

*Also Tires for Motor Trucks, Motorcycles, Bicycles and Aëroplanes*

*United States Tubes and Tire Accessories Have All the Sterling Worth and Wear that Make United States Tires Supreme*





## A Woman's Wit

It is to Shakespeare that we must go for portrayals of Nature's most exquisite creations in womankind.

And what a dazzling array of fair women does he present to our view!—Rosalind, Beatrice, Imogene, Viola, Juliet, Desdemona, Portia—to mention only a few.

Their very names suggest those most delightful and lovable qualities that Shakespeare ever lavished on his female characters—intellect, passion, wit, imagination and affection.

In the character of Portia, Shakespeare almost seems to have anticipated those modern women who can wield so gracefully many of the tools hitherto monopolized by men, without sacrificing one trait of their essential womanliness.

The play of Portia's lively wit and penetrative wisdom as she baits, baffles and confounds Shylock is as wonderful as the instinct of genius with which Shakespeare has seized upon and reproduced Shylock's racial characteristics.

No wonder audiences of Shakespeare's day split the rafters with roars of laughter over the discomfiture of the Jew.

The whole story with its living characters, its fascinating old world atmosphere, remains as bright and fresh to the fancy as when first created by the great master, and is found word for word as he wrote it in the *De Luxe Edition* of

## SHAKESPEARE'S COMPLETE WORKS

**UNSURPASSED SPECIAL FEATURES.** *PREFACES* showing sources of the plots. *ARGUMENTS* giving a condensed story of each play. *CRITICAL COMMENTS* making clear the meaning of the plays and the nature of the characters. *GLOSSARIES* explaining every doubtful or obsolete word. *CRITICAL NOTES* giving the various renderings of the text. *EXPLANATORY NOTES* explaining clearly such portions of the plays as might be difficult to understand. *STUDY NOTES* modeled upon the course of Shakespearean study pursued at the leading American and English universities.

**AN UNEXPURGATED EDITION.** Every play, poem and sonnet is as the most eminent scholars have agreed Shakespeare wrote it.

**THE TEXT,** the famous "Cambridge," based on the folio of 1623, the most nearly accurate of all Shakespearean texts.

Among the great authorities on Shakespeare represented in the notes and explanatory matter are Goethe, Coleridge, Dowden, Tennyson, Brandes, Johnson, Lamb, Schlegel, Saintsbury, Furnivall, Hazlitt, Mabie, Gosse, Hudson, Guizot, Swinburne, Mrs. Jameson, De Quincey, Gollancz.

### Given to Prompt Subscribers

**Notable Women in History** A large volume, containing the lives of 73 women of all ages and lands who put their imprint on the world's history. These word pictures show women of many sorts, each of whom nevertheless exerted a very positive influence upon the history of her own times. Collectively the facts of these real lives show that deep insight into woman nature revealed by Shakespeare in his plays. The book is beautifully printed from new type, attractively bound in cloth, and finished with gilt tops. But to get this unique volume with a set of the *De Luxe Edition* at half price, you must be prompt—the supply is strictly limited. Therefore, MAIL COUPON TODAY.

#### Partial List of Contents

AGRIPPA—A Wicked Woman; the Mother of Nero  
CLEOPATRA—The World's Most Famous Beauty  
JOAN OF ARC—Seer, Soldier, Leader of Men, Martyr  
MARY TUDOR—"Bloody Mary," of Infamous Memory  
MARY QUEEN OF SCOTS—One of the Most Romantic Figures of History  
LADY JANE GREY—A Queen for a Day  
QUEEN ELIZABETH—"Good Queen Bess" of England's Most Glorious Era  
CATHERINE II OF RUSSIA—A Female Libertine  
QUEEN CHRISTINA OF SWEDEN—A Royal Eccentric  
ISABELLA OF CASTILE—Who Made Possible Columbus' Discovery of America  
MARIE ANTOINETTE—The Beautiful Victim of the French Revolution  
EMPERESS JOSEPHINE—Discarded Wife of Napoleon  
COUNTESS DU BARRY—The Courtesan Who Ruled France  
CATHERINE DE MEDICI—The Royal Poisoner  
BARBARA, DUCHESS OF CLEVELAND—A 17th Century Vampire  
NINON DE LEN—A Typical Parisian Parasite  
MADAME RECAMIER—The Beauty of the French Salons  
MARQUISE DE POMPADOUR—The most Fascinating of Adventuresses  
NELL GWYN—"Pretty Nelly" of Charles II.  
"PEG" WOFFINGTON—"Queen of All Hearts"  
SARAH BERNHARDT—A Stage Idol for Fifty Years  
HARRIETBEECHER STOWE—"The Little Woman Who Caused a Big War"  
CLARA BARTON—Organizer of the American Red Cross  
and many others

### Shakespeare—The Man

All that is known about the life, personality, and environment of the greatest literary genius the world has ever known is told in a series of delightful studies of Shakespeare by Walter Bagehot, Israel Gollancz, Leslie Stephen, Richard Grant White, and Thomas Spencer Baynes—a feature that distinguished this edition from all others.

### Interesting Mechanical Features

**TYPE.** The largest that could be used without making the volumes too bulky; ample margins.  
**PAPER.** A pure white, thin opaque paper. The volumes average nearly 700 pages each. Each volume 8 x 5 1/2 inches.

**BINDING.** Silk-ribbed cloth, finished with gold tops and bands.

**ILLUSTRATIONS.** Scenes from Shakespeare's plays and hundreds of text illustrations reproduced from rare wood cuts used in books published in Shakespeare's time—a feature altogether unique and found in no other edition.

### Shakespeare—A Liberal Education

To achieve distinction in the higher walks of life you must know Shakespeare. None ever possessed his power of ascertaining and showing the workings of the human heart, his imagination, or his wonderful command of language and expression. He knew and employed the resources of the English language better than any man ever born on this planet. His vocabulary embraced over 15,000 words; that of the average well educated man is rarely more than 3,000. Read Shakespeare too for his vivid and lifelike word portraits of famous men and women, found in the gorgeous setting of his historical dramas. This myriadminded genius was equally at home in all classes of society, in all ages and lands. He shows us the East in its Oriental sensuousness; Greece, Rome; France and England in the days of chivalry; the teeming vitality of the London streets; life in the palaces of the rich and the hovels of the poor. He knew all crimes and their consequences; all virtues and their rich rewards; all philosophies and religions. Read him for that intimate knowledge of human nature without which no man can succeed.

### Half the Publisher's Price

**\$1.00**

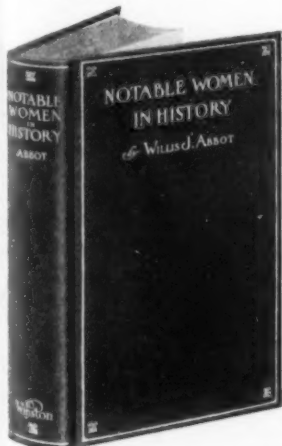
SENT NOW brings you the entire 11 volumes, including the superbly printed "Notable Women in History."

The publisher from whom we bought this limited number of sets of the *De Luxe Edition* decided to suspend further publication when the cost of paper and other materials soared to heights which left no margin of profit, considering the means available to him for disposing of the sets.

The present cut in price of course cannot be maintained if we are put to a heavy selling expense in disposing of the sets through repeated advertisements. Therefore, to get the benefit of this great reduction in price you must act TODAY.

Under similar circumstances we also secured a small number of copies of the celebrated "Notable Women in History," by Willis J. Abbot, a copy of which, while they last, will be given to each subscriber for the *De Luxe Edition*.

Brunswick Subscription Co., Ltd.—1116 Brunswick Bldg., New York City  
I enclose \$1.00 as first payment on the 10 gold top volumes of the *De Luxe Edition* of SHAKESPEARE and the volume of NOTABLE WOMEN. If as represented I will remit \$1.00 per month for 11 months after their receipt. Otherwise, I will, within 5 days, ask for instructions for their return, at your expense, my \$1.00 to be refunded on receipt.  
Name .....  
Address .....  
Occupation .....  
City ..... State .....  
Country .....





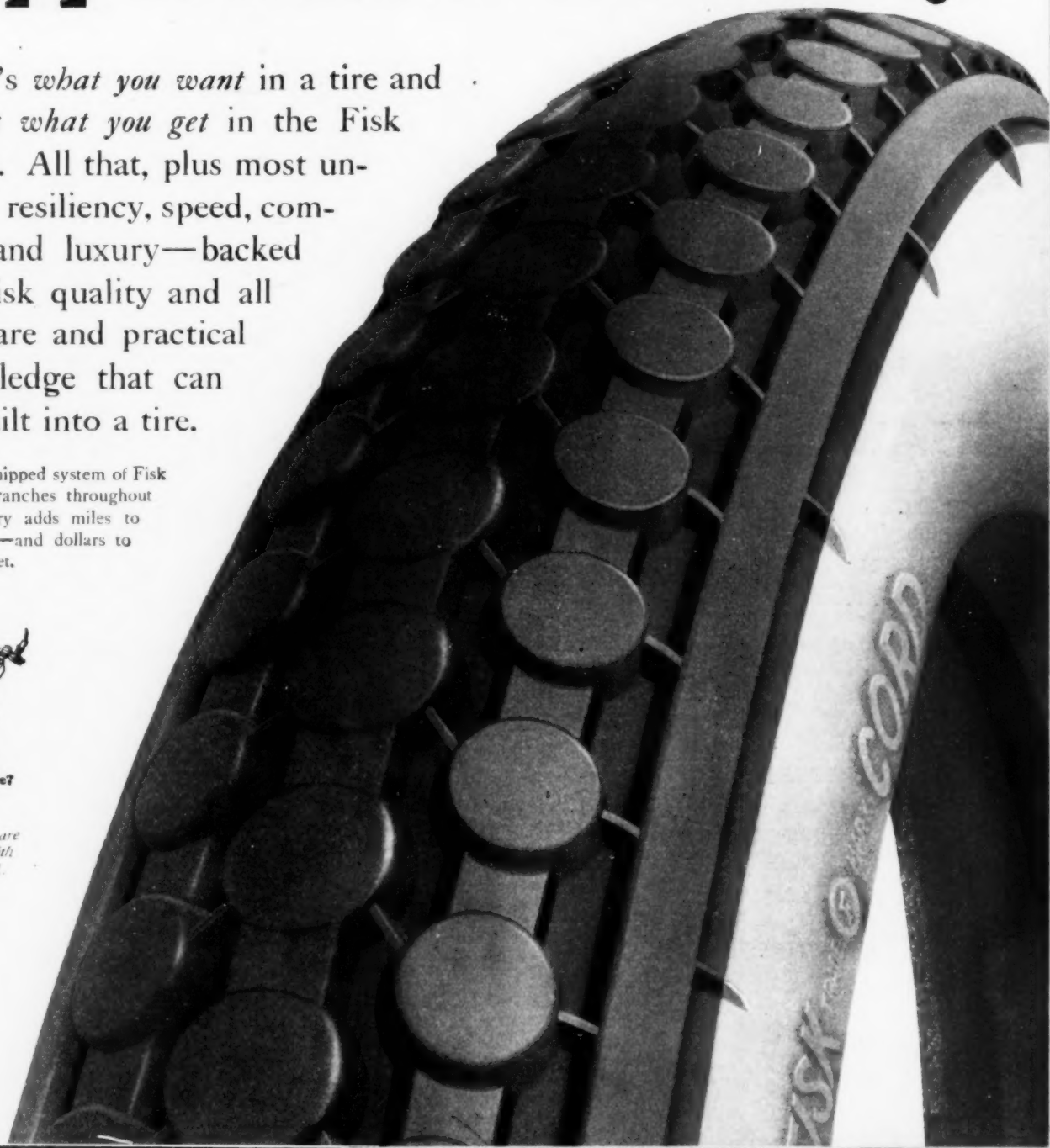
# Size - Strength - Safety Appearance - Economy

That's *what you want* in a tire and  
*that's what you get* in the Fisk  
Cord. All that, plus most un-  
usual resiliency, speed, com-  
fort and luxury—backed  
by Fisk quality and all  
the care and practical  
knowledge that can  
be built into a tire.

A fully equipped system of Fisk  
Service Branches throughout  
the country adds miles to  
your tires—and dollars to  
your pocket.



Fisk Cords are  
made also with  
ribbed tread.



# FISK CORD



MAY -1 1918

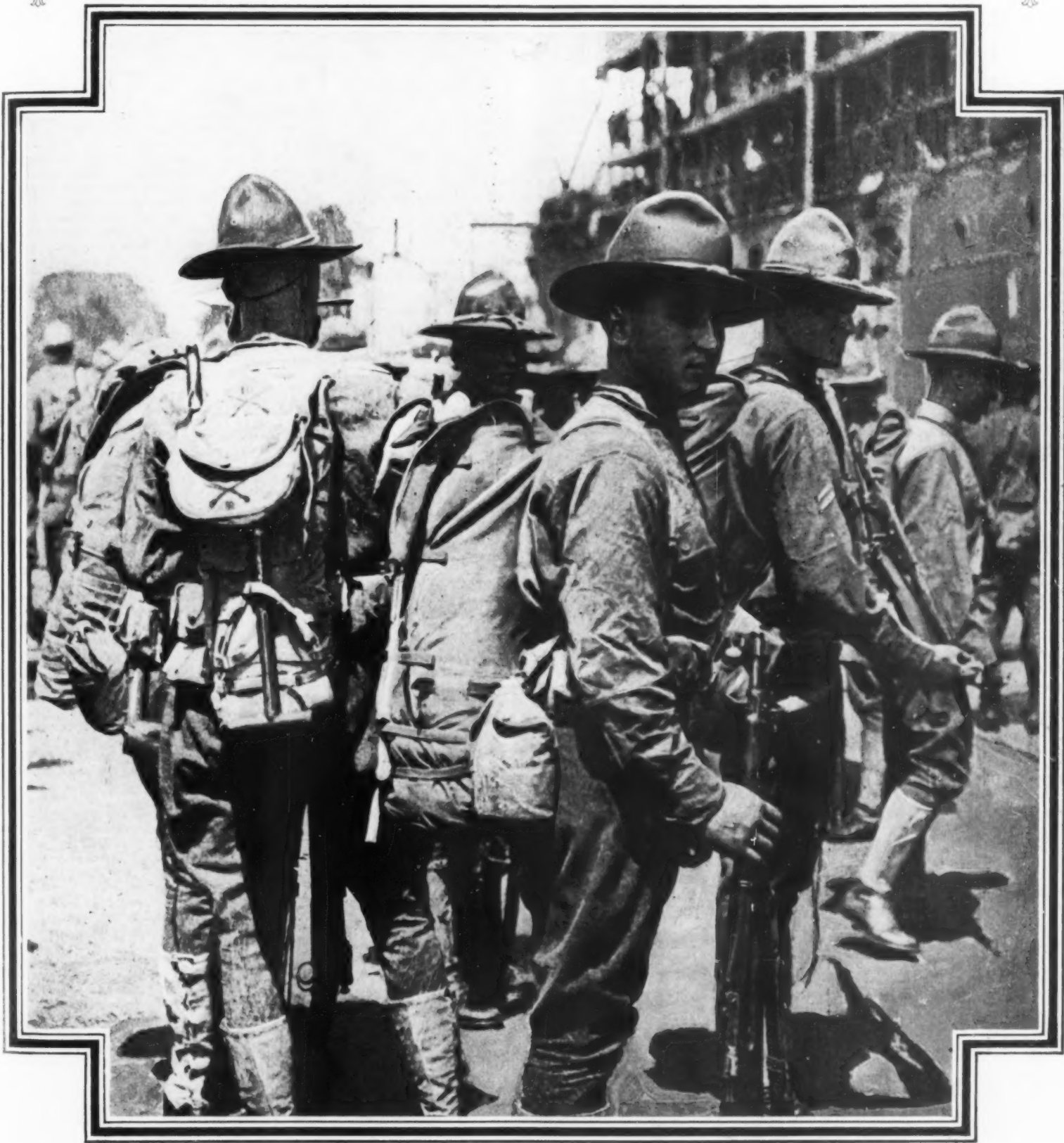
CLB412627

Leslie's

Illustrated Weekly Newspaper

NEW YORK, MAY 4, 1918

VOLUME CXXVI NUMBER 3269



#### OVER THE BRIDGE TO FRANCE

The strong-limbed, steady-eyed sons of America are crossing to France in an ever-increasing stream, and the day is at hand

when the America which Germany has affected to despise will prove herself the deciding military force against kaiserism.

# Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY  
NEWSPAPER IN THE UNITED STATES

ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

CONKLIN MANN, Managing Editor

10 CENTS A COPY \$5.00 A YEAR

Entered as Second-Class Mail Matter, Post Office, New York, N. Y.

CXXVI SATURDAY, MAY 4, 1918 No. 3269

"Stand by the Flag: In God We Trust"

## Stop It!

By Vice-President GEORGE J. BALDWIN,  
American International Corporation

A WORD about destructive criticism. In conversation a few days ago with a gentleman thoroughly acquainted with opinions of leading Germans, I learned the universal opinion in Germany concerning this country. We are thought to be inefficient and corrupt in our government; to have gone into the war for the sole purpose of making money; it is said that our great corporations are simply using every opportunity possible to extract money from the people, and that profiteering is rampant; that we have no patriots and no heart in the war as a people. Upon asking him how such an opinion so far at variance with the facts could possibly be formed, he referred to the front pages of many of our daily newspapers. I am ashamed to confess that such deductions are possible.

## Starvation

FEW Americans as yet fully realize that a grave food crisis is threatened in this great and fertile land. The Food Administration has indeed placed us on limited rations of wheat and meat, but this has been regarded as merely a temporary war expedient, easing the way until new and abundant crops shall be gathered. Yet so high and capable an authority as Mr. Hudson Maxim, in a notable article printed elsewhere in LESLIE'S, sounds on this subject an emphatic warning.

Mr. Maxim expresses a conviction that, owing to the serious and growing shortage of labor on our farms, widespread starvation is not a remote possibility in this country. That is a startling, almost sensational, view of the situation. Mr. Maxim, however, is no mere alarmist, but an intelligent and thoughtful observer. Farmers have been urged from every quarter to enhance production, but they reply that they cannot do so unless they have more man-power at their command. The army and war work have called away hosts of men from the rural regions and their places have not been filled. Machinery, even if it could be constructed in time, cannot replace them. Where then can sufficient and efficient laborers be obtained? Mr. Maxim's solution of the problem is given in these words: "The only way to prevent multitudes of our people from dying of actual starvation in the near future is to import Chinese laborers." "A million Chinamen should be imported with all possible speed."

The Celestials are noted as being faithful workers and experts in intensive agriculture. Mr. Maxim is confident that a million of them would succeed in more than doubling the yields of our acres. They would certainly furnish the cheap labor that the majority of farmers require for profitable tillage. Mr. Maxim's suggestion, therefore, deserves at least earnest consideration. The Chinese need not be admitted into the United States except under careful restrictions and they could be sent home at the close of the war.

If anybody has a better method than Mr. Maxim's of averting famine in this country, let him speed up its disclosure.

## No Mob Law

LYNCH law is no law, and no law spells anarchy. The conscience of the world protests against excesses of the mob whether it be the massacre of Jews in Russia, of Armenians by the Turks, or the hanging of negroes or a German alien in the United States. Lynch law is absolutely contrary to the spirit of the United States and its institutions. It is unfair to the nation longer to permit these local blots upon its escutcheon. One of the foulest of these was the lynching of R. P. Prager, an enemy alien in an Illinois mining town. The intention of the mob was to tar and feather Prager. He was accused of disloyalty, but not being able to find tar, the mob, many of whom were foreigners, quickly took up the suggestion to hang their victim.

Although a radical Socialist, Prager is said to have declared when this country entered the war that "he was all for the United States," and to have attempted to enlist in the U. S. Navy, being rejected because he had a glass eye. At the Coroner's inquest Joseph Reigel, the leader of the mob, said that just before the hanging Prager denied that he was a spy or that he had tried to blow up a mine, but refused to say why he had not kept a date with a district leader of the Mine Workers' Union relative to admission to the union. "If he had kept that date," said Reigel, "we would never have bothered him." Prager's last request was that they wrap his body in the American flag when they buried him.

The incident is a tragic illustration of the blindness of a mob bent on violence. German aliens by the thousands have remained unmolested in this country during the past year, but it is much to be feared that this one case of lynching by a mob will more than offset all our moderation, and be used as an excuse for new indignities and hardships upon American prisoners in Germany.

Mr. Samuel Untermyer, of New York, was quite right in denouncing the un-American treatment accorded in certain sections to loyal American citizens of German birth. All we ask is that every citizen be loyal to his country and unite in our determination to fight the Huns to death.

## Constructive Criticism

WHEN we have turned on the light, we should search for the reasons of the tragic delinquency on the part of our Government in the conduct of the war. It is useless to wail now, but it is not idle to speak of the pacifism which halted preparations and kept us out of the war for three years and a half, a pacifism still reflected in the Secretary of War's latest report to Congress in which no plans were made for a great army when this war is over, on the assumption that armies will not then be needed. In the hope, unconscious or expressed, that the war would miraculously end before we fairly got in, there is a subtle pacifism that has slowed down production and aggressive preparations.

Other handicaps have been American boastfulness expressed in the vain hope that our entrance into the war automatically spelled Germany's defeat, and the characteristic feeling that our way is best, inducing a fatal unreadiness to profit by the three years' experience of our Allies. Washington has been unable to forget politics and to put the biggest and best men in places of authority and to give them a free hand to work out the problems of this war. The selection of Charles M. Schwab to take charge of our ship-building program is a decided step in a right direction. The dominant American trait of initiative has been stifled by petty officialdom. The war achievements of the American Red Cross are a signal evidence of what business leadership can accomplish when unhampered by red tape.

Finally, Congress and the press must be free to criticize the Government without being charged with lack of patriotism. There is grave danger to democracy in the adoption of the German idea of the centralization of authority in the hands of the

Chief Executive, and great danger to our conduct of the war if the Chief Executive may not be criticized. We don't want any modification of the medieval notion that "The king can do no wrong." Lloyd George is dictator of Great Britain, but only so long as he can retain the support of the people. An adverse vote overnight would mean his resignation. The people are ready to trust their Chief Executive with added powers in time of war, but must not be prevented from expressing their opinion on courses proposed, to the one great end that we may by the quickest road defeat Germany.

## The Plain Truth

PLATFORM! It is well to have the courage of one's convictions. Colonel Austen Colgate, who is contesting for the Republican nomination for United States Senator in New Jersey, doesn't hesitate to declare his platform and it is a sound American one from every standpoint. He is for the prosecution of the war and a conclusive peace with no turning back until we have won the victory, and with "no room for mere partisan criticism or obstruction." He is for a united nation, a public policy of publicity, the stern repression of opposition to the efficient prosecution of the war; for a system of universal military training and preparedness; a revised, simplified, and equitable method of taxation, a Federal woman suffrage amendment and a scientifically prepared tariff law which "would adequately, but not unreasonably, protect American industry from a trade invasion after the war." This is sound to the core and as nearly non-partisan as a business man of strong political convictions and intensely human could make it.

INEFFICIENT! Some of our boys in France are said to write a score or more letters a week to relatives and friends. It is too bad they cannot receive promptly the replies from home. So great has been the congestion from the tons of mail for the American Army in France, that letters sometimes have lain from two to four weeks in the French post offices before being sent out for distribution. Tons of magazines, newspapers and parcels have been partly responsible for the congestion and delay. Since newspapers and magazines may always be found at the Y. M. C. A. huts, a temporary suspension of mailing such reading matter to individuals would help greatly in clearing up the congestion in first-class mail. It is of prime importance to keep up the spirits of our expeditionary force, and one way to do this is by giving them the best mail connections with the folks at home. Another matter that calls for amendment is the method of publishing casualty lists. The rule of the War Department is to give simply the name without mention of place of registration or number of regiment. As names are duplicated many times in our army the ruling will cause needless anxiety and distress as the casualty lists grow in volume. The Senate resolution asking the Secretary of War to follow the British and Canadian custom of giving the place of residence or next of kin should result in the modification of an order which works needless hardships on next of kin.

PATRIOTISM! When he said, in addressing the Canadian Club at Ottawa, that not only must German militarism be destroyed, but that also the philosophy upon which it rests must be reconceived and reconstructed from its very foundation, Mr. John D. Rockefeller, Jr., went to the root of the matter. Germany has united patriotism to a philosophy of the crudest materialism. People have wondered at the brutal methods of German militarism. The explanation is that Germany's philosophy is the law of the pack. The wolf that goes limping is seized and devoured by the others, which are then the fitter as they rush for the quarry. So Germany teaches that the weaker nations must go down that the more virile nations may have more room, that infants and old people may be bayoneted or starved to death that strong men may have more food. The same brutal philosophy explains the German theory of the state, which sacrifices human lives without stint provided only the interests of the state be served. Such a philosophy as this, Mr. Rockefeller well says, "must give way to the theory accepted by the free peoples of the world that the well-being and happiness of the individual is the consideration of supreme importance, and that the state exists ultimately for the individual, not the individual for the state." The one system inspires savagery, in the case of German savagery scientifically and efficiently pursued. The other system represents freedom, brotherhood, goodwill. If Germany wins, freedom perishes. In Germany's thorough defeat, a civilization that has spiritual foundations will be saved to the world.



THE second phase of the great battle ended around April 20th when the German advance below Ypres was temporarily checked. As in the first phase of the battle, the enemy had scored an extremely important tactical success, but had failed in his larger strategic aim. There was, however, one important difference. The German position in the great salient driven in toward Amiens was far stronger and more secure than in the smaller, narrower salient below Ypres. Furthermore, the British on the heights about Mt. Kemmel had practically the whole of this smaller salient under intense artillery fire and the situation of the Germans was uncomfortable in the extreme. Yet their capture of the Wytschaete-Messines Ridge made the position of the British in the Ypres salient equally precarious, and it seemed obvious that neither side could rest content with the situation as it stood, and that further furious fighting was inevitable. Following the British withdrawal from the heights to the east of Ypres, the Germans became very active all along the front from these heights to the sea. Intensified artillery fire, trench raiding and airplane fighting were reported in this sector, and it was believed possible that the next phase of the German offensive might prove an attempt to pinch in the Ypres salient from the north as well as from the south.

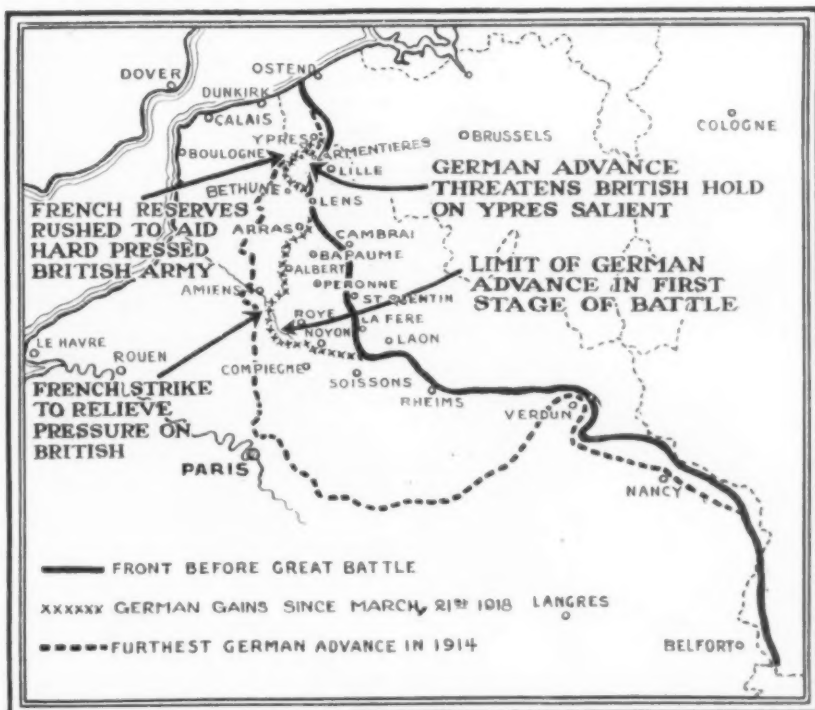
### The Battle Crisis in Flanders

Once more the French have come to the aid of the British in the nick of time to ward off disaster. There is no doubt that Field Marshal Haig's entire position in the Ypres salient was in grave danger when the arrival of French reserves was announced around April 18. By a series of most desperate attacks, driven home regardless of loss, the Germans had captured practically all of the Messines-Wytschaete Ridge. Failing with heavy casualties to gain these heights by frontal attack the Germans later succeeded in taking them in reverse by driving in a wedge on the front between Bailleul and Messines. For a time it looked as if the entire Ypres salient was doomed, and the British did actually withdraw their lines east of Ypres from the Paschendale Ridge which was won by such long and bitter fighting during the summer and autumn of 1917. The situation was saved, temporarily at least, by the determined resistance of the British troops holding Mt. Kemmel and the surrounding heights to the west of the Messines-Wytschaete Ridge. The Germans made the most furious efforts to dislodge the British from Mt. Kemmel, but were unable to succeed before the French reserves came into action. The enemy was in fact in a most uncomfortable position despite his great initial successes. The salient he had driven in below Ypres was too small for effective

development of the enormous forces required to break down the combined Franco-British forces. All of his lines of communication and supply in this salient were under fire of the British heavy artillery posted about Mt. Kemmel and on the heights near Bethune. Under the circumstances it was highly desirable for the enemy to widen out the salient, and the Germans therefore on April 18th struck hard between Merville and Ginchy where their earlier attacks had met with a sanguinary reverse. In the beginning this thrust made little progress, and just about this time the French vigorously attacked some 50 miles to the south near the head of the great German salient driven in toward Amiens during the first phase of the great battle. It was believed that this French attack might possibly be the opening stage of a great counter-offensive by General Foch's much-discussed army of maneuver. But the operation was not extended beyond the orig-

# A Week of the War

By HENRY FARRAND GRIFFIN



THE WESTERN BATTLE FRONT

inal zone of attack, and it soon became evident that French reserves had been thrown in to stay the German drive on the strategically important heights below Ypres.

### How Can the Germans Do It?

Before the great battle began Allied leaders had given official assurance that the Germans had little, if any, numerical superiority on the western front. If this statement is true, and there seems no good reason to doubt that it is, how can we account for the apparent ability of the Germans to attack in superior numbers where and when they will? Germans are not supermen—though their propagandists would like to have us believe they are. Why is it, that although inferior in numbers and material resources during the entire war, the Germans have been able to retain the initiative and so often outgeneral the Allies. There are probably two answers to this question—first, better organization, both military and economic; second, their big advantage in operating from interior lines.

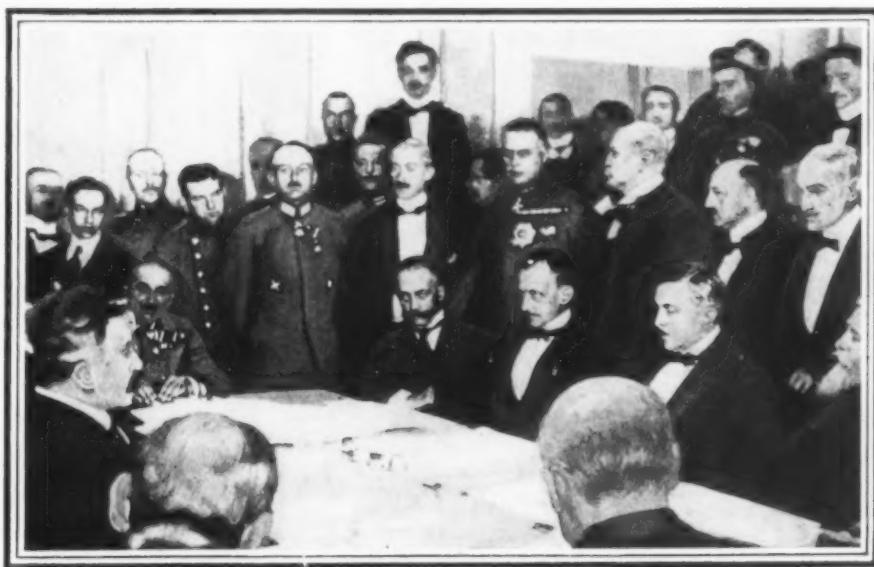
On the first count, the Germans entered the war as a nation far more efficiently organized, in both a military and an economic sense, than any of the Allies. Germany

has been organized for more than a generation on a basis that approached state socialism, for all that it functioned under an autocratic government. During the war this development has been carried to extreme lengths. Germany had a system of organized food control long before the Allies saw the ultimate necessity of similar action. In fact the German government took charge of the entire national economic fabric from the day war was declared. As the contest dragged on the German General Staff gradually assumed control of the military organizations of Germany's allies until today all the armies of the Central Empires take their orders without question from Berlin. But it was only in the crisis of the present great battle that the armies of the Allies could be brought under a similar centralized command. Thus in both the economic and the military field Germany has led in efficient organization.

On the second count, the Germans have made the most of their advantage of interior lines. Troops have been repeatedly rushed from eastern to western fronts to save the day. That is a handicap which the Allies could do nothing to change and it has cost them dearly. The North suffered from the same handicap in the war between the States. Although the South was inferior in both numbers and material resources, General Lee was able to retain the initiative throughout most of the war and often to strike with superior numbers at decisive points. Better generalship won many of Lee's victories, but his strategy was always greatly aided by his advantage of interior lines. Yet in the end the South was worn down by the North's superior resources in men and materials. So Germany's advantage of interior lines can only avail so long as she has the reserves to keep her far-flung battle-fronts adequately manned. For this is still a war of attrition, and nobody knows it better than the German military leaders. That is why they have made so desperate a bid for a decision before American resources in men and materials can begin to count effectively on the western front. But by so doing they have tremendously speeded up the process of attrition, and unless they can win a decision in the present campaign they will lose the war.

### Americans Withstand Heavy Blows

As American troops take over an increasing extent of the battle-front the Germans are making many sharp local test attacks to try out their new enemy's fighting qualities. It is gratifying to be able to report that so far the Germans have got very short change out of the Americans they have encountered. One of the most vigorous of these local attacks was a drive on April 20th, to separate American from adjoining French units near the village of Seicheprey on the Toul front. Apparently the Germans succeeded in establishing themselves temporarily in Seicheprey, but were subsequently driven out by a counter-attack. Berlin reported the capture of 185 American soldiers and 25 machine-guns. It is entirely possible that the enemy scored some initial success in this drive only to be driven back when the American reserves came into action. The important thing is that our men reacted promptly and vigorously and were soon able to restore their lines intact. This war is a grim business, and there are going to be ups and downs for the American troops as well as for all the other armies engaged. The danger is that the American public may exaggerate the importance of local reverses as well as of local successes. In the sense of the battle raging between Amiens and the sea, our troops may scarcely be said to have engaged the enemy at all.



Count Czernin, former Austrian-Hungarian Foreign Minister, at the Ukraine Conference in February. Count Czernin is seated in the middle with his chin sunk on his breast. Ukraine is now negotiating with Russia.



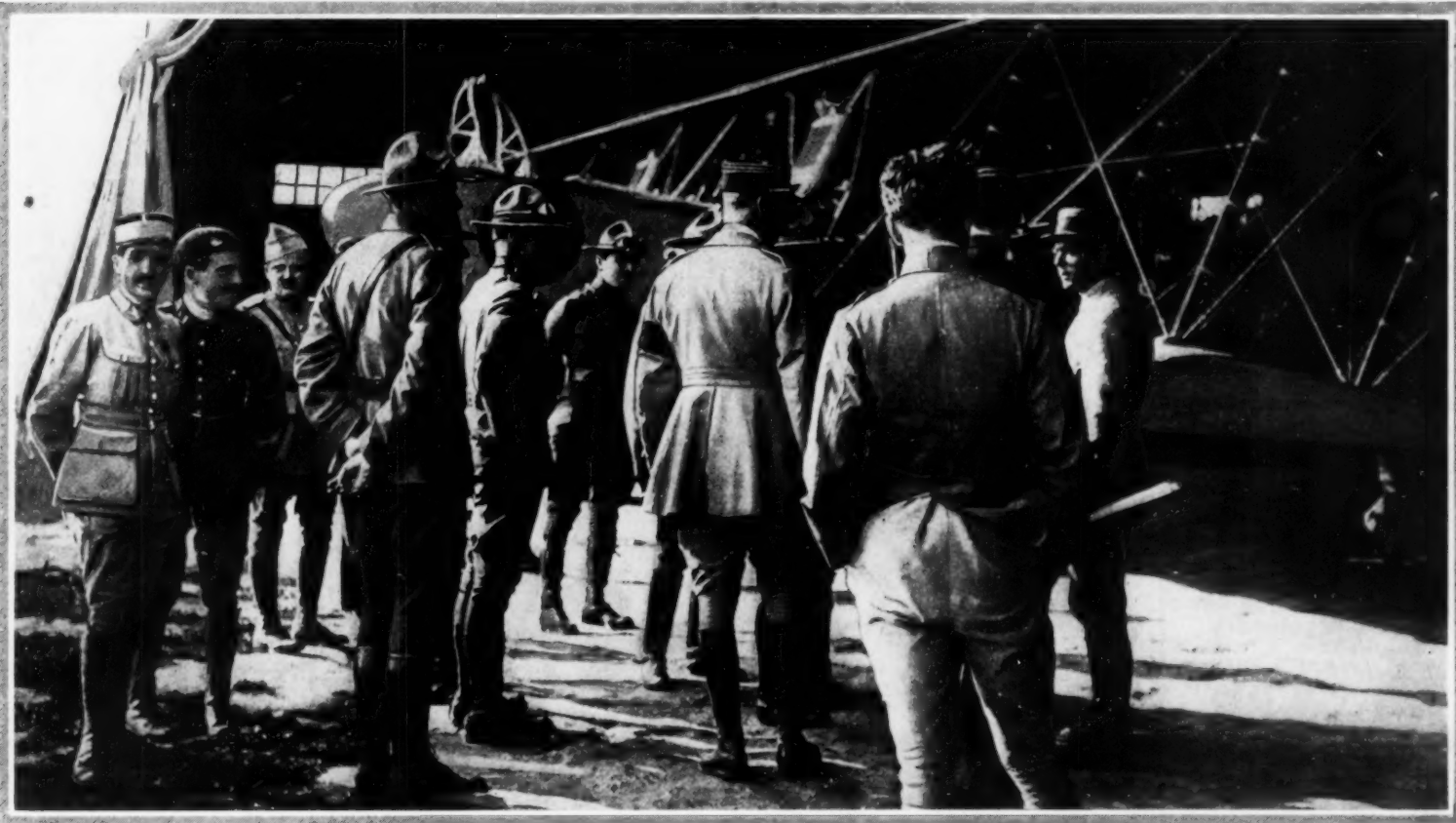
# Our Men in France

*Before Snow Falls Again the Millions from America Will Be Holding the Line.*



During the past few weeks the Germans have been trying out the fighting qualities of the American troops in the Toul sector. Whether these "feelers" precede a general attack remains uncertain, but at any rate the enemy obtained small

comfort, as their picked storm troops were thrown back several times with severe losses. The men above are machine gunners who play a part of steadily increasing importance as the war progresses through the heavy losses they inflict.



American and French aviation officers at an American hangar. Recently several American airmen flying in their own service have been credited with fine work against the Germans. Though a Senatorial investigation showed the American

airplane program far behind, confidence is now expressed that before the summer is over American airmen will play an important part in this phase of the war. Hundreds of armed airmen are ready, waiting for the arrival of planes.

# All Ready for Fritz

*Artillery Men and Ambulance Drivers Working at the Front within Range of the Hun*



PHOTOGRAPHS BY EDWIN KADL AND HERBERT

The old reliable French 75 is to play its part on the American front. Though always in favor with the American artillerists, it was the hope of our officers that certain weaknesses could be overcome and the manufacture of the guns in America

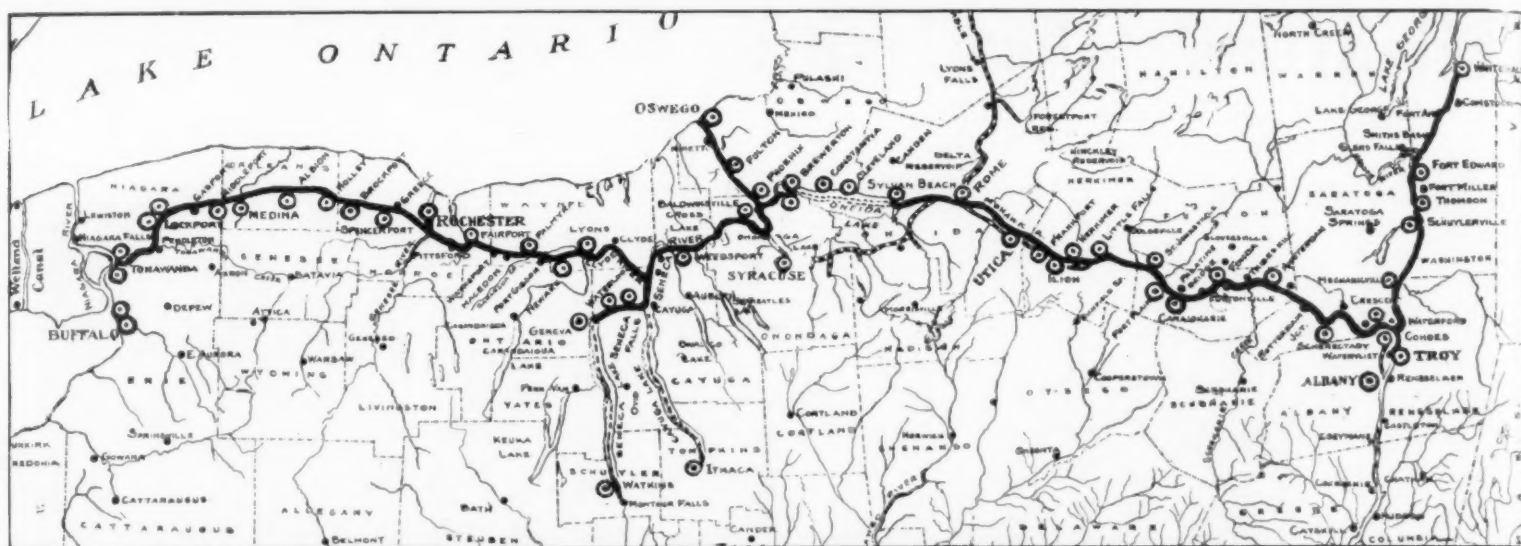
was held up pending experiments. Now, however, our men are being armed with the same gun with which the French have held back the Hun hordes for four years. In severe fighting late in April, artillery inflicted much damage on the enemy.



The American aviator and the American ambulance driver were the first from the United States to do their part in the great war. Hundreds of American boys such as those above have been driving ambulances in France for the greater part

of the war. Many of the line officers of the American Army are men who went through their baptism of fire as French ambulance drivers and the work of these men did more to cement the American-French friendship than any other single effort.





The course of the New York Barge Canal comprises four different channels, the Erie, the Oswego, the Champlain and the Cayuga-Seneca. The circles show the terminals built

by the State where docking facilities are provided at nominal cost. The Hudson River completes a waterway system running from Duluth to New York and the Atlantic Ocean.

# Clinton's Ditch *for* Uncle Sam

By H. R. BAUKHAGE

THE opening of the New York State Barge Canal, to be operated by the Federal Government, signals two marked victories for democracy; first, it is a one-hundred-million-dollar triumph of inland waterway engineering, given to the people of New York and the United States; second, it is the triumph of a victorious peace in the feud between the American railroad and the canal, a historic day in the bitter history of transportation struggles in the United States.

The meat of the meaning of the Barge Canal to America today is contained in a few simple but illuminating figures. Here they are: the canal can transport 10,000,000 tons of freight a year. This will save 300,000 freight cars. The significance of these statistics is obvious to the most superficial person when he sees the congestion of freight at every terminal and hears the ceaseless cry of "hurry up" from every shipper from the man at the end of a single-track spur in Idaho to the Quartermaster's base in France.

People accustomed to think of New York's canal system in terms of the narrow banks of the old Erie and the mule-drawn canal boats must adjust themselves to new conditions. Miles of deep-channel river and lake courses have been utilized. Barges 250 feet in length and with a capacity of 2,500 tons can now be accommodated and can make the trip from Duluth to Boston, and fleets of four barges, one of which is, of course, a power-barge, which could carry a whole trainload of cargo, can be locked through the powerlocks together.

Now that the railroads have passed from private to public control, the problem that Congress could never settle is solved—the question of how to force the railroads to short-haul goods in co-operation with the waterway systems and yet keep the waterways out of the railroad's control so that the public would get the advantage of the cheaper rates.

And the men who were instrumental in urging upon the Government the necessity of taking over the operation of the canal have taken every step possible to insure the protection of the waterways. Not only does the constitution of New York State now make it impossible for the railroads, if privately run, to ever get control of the canals, but also an amendment to the Panama Canal act reinforces this prohibition by Federal law.

A comparative study of the practical advantages of the railroad and the Barge Canal as a medium of freight transportation reveals a number of striking features in which the latter

is superior. On board the little fleets of barges can be loaded a whole trainload of cargo. This means that the train can pass from terminal to terminal along the canal, stop and discharge such cargo as is billed for the intermediate point with none of the delay in switching that is the railroads' worst problem. When the fleet reaches its destination it can be broken up and the separate barges diverted to their various destinations without the delays that a freight car would have to endure.

Again the first cost of the floating stock is, obviously, less than that of rolling stock. The barges that can carry as much as a whole trainload are hardly more than wooden boxes, and even the power-barge, unlike the locomotive, can be a cargo-carrier, too, and cannot be compared in cost or upkeep to the steam engine.

The question of speed—the question that first arises in the mind of the uninformed, is answered best by a little incident. A certain grain buyer in New York ordered a shipment in Buffalo and a company which operated a number of canal boats suggested that it be delivered by water, stating that he had boats ready to be loaded that day. "Nonsense," the grain buyer answered, "I haven't got the time, I can get it into freight cars today." He did and it arrived in New York the day the canal boats, unloaded, had started on their return trip.

This little anecdote is important, for it not only shows what canal transportation can really accomplish, but it also shows what the country will save, in freight cars, in time, in money—all elements whose conservation means a help toward winning the war.

Beside the purely commercial significance there is a national military value to the waterways which cannot be overlooked. Our grandfathers saw the Erie Canal started and held up to scorn as "Clinton's ditch." They saw it hold transportation supremacy for a few years. Our fathers watched the patient canal boat push its slow way through the muddy waters unprotected from the fierce competition of the railway that refused it terminal co-operation. We are living to view De Witt Clinton's dream materialize as a mighty weapon in America's fight against autocracy.

This last statement is no idle boast, for the fleetest liner that carries its precious cargo from "an Atlantic port" to "an American base in France" is helpless unless that cargo is first brought to the liner's docks. Now, with the co-operation of the federalized railroads, the unromantic barges can carry their ten million tons of freight a year, in the first lap in the race to beat the Hun.

Speaking before the National Foreign Trade Convention recently Walter Parker of the New Orleans Association of Commerce said in speaking of the development of our inland waterways.

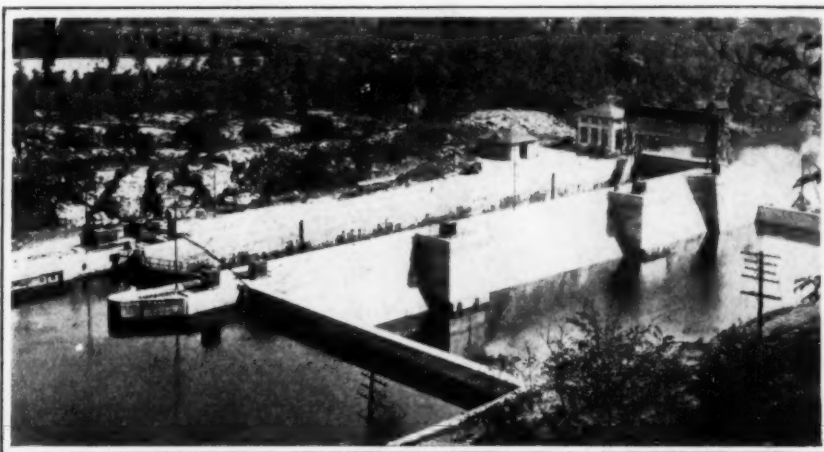
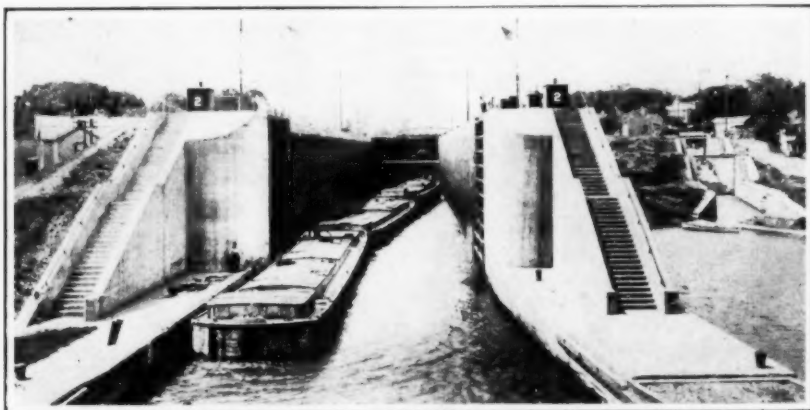
"Memphis, St. Louis, St. Paul and other important valley centers are building joint river-rail terminal facilities.

"An inland navigation waterway, touching every navigable stream that enters the Atlantic and the Gulf, is being opened to reach from Boston to the Rio Grande.

"Illinois is endeavoring to secure a navigable channel from Chicago to the Mississippi River, and has appropriated a large sum for the purpose."

*Continued on page 627*

*Continued on page 627*



The lock at Little Falls has a lift forty feet and six inches and is one of the highest lift-locks in the world. Little Falls is the mountain gateway which made the canal possible. The Government is now building several 700-ton barges which will easily run in fleets of four.



# What We Must Do to Prevent Starvation

By HUDSON MAXIM

WHATEVER else may have prompted Germany to launch the world war, whatever vain-glorious ambition in the mind of the Kaiser and his military clique, whatever other economic considerations there may have been, one thing is certain—land and food were among the main objectives. When the populations of Western nations outgrow their land accommodations and their food supply, it has been their habit to attack their neighbors and rob them of their land and their food.

In China, however, as the population outgrew the land accommodations and the food supply, the Orientals attacked the problem in a different way. Instead of attempting to enlarge their land areas, they introduced new and improved methods of farming, discovered new ways and means of raising more edible plants upon a given acreage, and of making every fruiting plant bear more fruit. Fertility was forced on barren wastes, desert sands were irrigated and reclaimed, and the soil in the crevices between the rocks on the mountainside was cultivated.

As the population continued to increase and became denser and denser, and the food question more and more serious, the cultivation of the soil became constantly more and more intensive. Roofs of houses were made gardens. Underground gardens were dug for raising mushrooms and other plants that would grow there. Floats upon unoccupied lakes and rivers were covered with earth and cultivated. Rice, that could be sown upon overflowed areas unsuited to other cultivation became a national staple, and the Chinese became a people of rice-eaters.

But owing to the imperative necessity of fat and protein, which rice does not supply, and owing to the fact that animal food in sufficient quantity could not be raised upon their narrow farms, the Chinese were led to include within their dietary almost every living thing "that is in the heaven above or that is in the earth beneath or that is in the water under the earth."

But all these things were not enough to supply the necessary protein and fat to go with the rice to feed four hundred million Chinamen, and Almighty God sent them a manna in the shape of the soya bean, which is very rich in fat, sometimes containing more than twenty-five per cent. of oil, and some varieties containing nearly fifty per cent. of protein. The soya bean is truly vegetable meat. It is the roast beef, the roast lamb, and the beefsteak of the Chinese. They pulverize the soya bean, extract its fat and its casein, and make a rich milk equal in nutritive value to cow's milk, although, to the Western taste, not equal in flavor. Of this milk they make curds and cheese and all manner of sauces and good things that delight the Oriental palate.

It has been a subject of much wonder how the Chinese could live on rice, a food containing hardly anything but starch. The fact is they do not live on rice. Their dietary is very well balanced between the starch of the rice and the protein of the soya bean.

France, like China, is a land of little farms intensively cultivated, but neither so intensively nor so skilfully cultivated as is possible by Chinese methods. Then large numbers of men taken from the French farms to fight in the world war soon produced a very great shortage of farm labor. The French Government hit upon the happy expedient of bringing in Chinese agricultural laborers. Already more than a quarter of a million Chinese have been imported into France to cultivate the farms. The French farmers are delighted with them and they are amazed to see their little farms produce twice and even many times as much as they have ever produced before.

The average Chinaman never hesitates upon a question of loyalty and honesty, faithfulness and integrity. To his mind any breach of them is unconceivable. His character has for twenty-five hundred years been shaped to the Confucian model.

The French have found that the Chinese laborer is, for all practical purposes, an automatic machine. There is socially between him and his employers a distinction well high as great as though he were no other than a piece of human automatic machinery,

EDITOR'S NOTE: That the solution of the farm labor problem is of vital importance in winning the war is now recognized, as the ranks of farm workers have been reduced by the draft and by the higher wages paid by munition factories and other war industries. This means a serious menace to the farmer in raising food for our people, for our men both here and abroad and for our allies. Already the New York Board of Trade and Transportation has given the matter careful consideration. Its bulletins from time to time have contained articles on the subject, and the Board has suggested that the Alien Exclusion laws be suspended at the discretion of the President, but, up to the present, labor-union interests have been able to prevent the introduction in either house of Congress of a bill along these lines. In reading this article it should be borne in mind that it is not the low-class coolie laborer, but the high-class farmer of China to whom Mr. Maxim refers.



HUDSON MAXIM

Noted inventor and member of the Civilian Consulting Board of the United States Navy.

or, if the simile be better, he fills his niche on the French farm as socially distinct from his employers as though he were merely a valuable domestic animal. The cost of his hire is a negligible quantity. Two hundred and fifty thousand Chinamen in France today are doing the work of five hundred thousand French farmers to feed the French people. Is there any lesson for us in what the French have done with the Chinese?

A week ago a West Virginian farmer said to me, "You men who are in the service of the Government must wake up to the fact that you must do something to help the farmers." He told me that he has twenty-four hundred acres of land and that his son and son-in-law have gone to the war and left him alone. He has three

thousand apple-trees, but he is unable to take care of the fruit because he can not get labor, and the apples rot on the ground.

I was told several weeks ago by one of the big men in Congress that, last autumn, in Idaho, farmers paid as high as \$12 a day to children to pick apples and potatoes, and paid men and women as high as \$18 a day, and that the men and women actually struck for \$24 a day. It was found, furthermore, that the larger the wages paid the fewer the days of labor, because it took more time to spend the money; that laborers who received from \$15 to \$20 a day would not work more than three days a week, because with such wages they could afford to loaf the other three days, spend their money and enjoy life.

Several years ago, while passing through Arkansas on my return from Mexico, I saw a large gang of some six hundred negro prisoners dressed in convict clothes working on the railroad, under guards armed with guns. I was informed that very few of these negroes were really criminals; most of them had been arrested for vagrancy. My informant told me that, left to themselves, they would not work at anything longer than to get a little spending money, and they would remain in idleness until the last cent was gone. Consequently, the only remedy was to arrest them for vagrancy and compel them to work.

I have been informed that Orientals working in California on farms and in vineyards will pick four times as much fruit in a given time as American laborers. Before the introduction of the Iron Chink for the preparation of salmon in the process of canning, one Chinaman would prepare as many salmon in a given time as two or three Americans. They called the Chinamen Chinks, so when the machine for doing the work of the Chinamen was introduced it was called the Iron Chink.

Last year, one New Jersey farmer actually sold \$150,000 worth of produce which he raised on one hundred and fifty acres. He sold a thousand dollars' worth for every acre. How did he do it? The average Jersey farmer could not for the life of him do a tenth part as well as that. I got these facts from Dr. David Fairchild, head of the Department of Plant Industry, Washington, D. C. The New Jersey farmer referred to had visited China, where he studied Chinese methods of farming, and he brought back with him not only the methods, but also a number of specialized vegetables.

Now, if it is possible, by the employment of Chinese methods of intensive farming, to increase the production of our lands to such an extent, how stupendous would be the benefit of wide introduction of such methods. The exhausted lands of New England could be made to produce like a tropical garden. The vast areas of the great West that are today not producing ten per cent. of what they ought to produce could be made to produce the other ninety per cent. by the introduction of Chinese labor.

When we take into consideration the fact that at the present time there is a very stringent shortage of farm labor throughout the country, and again take into consideration the fact that one Chinese farmer will get many times as much off a given area of land as an American laborer, it is not an exaggeration to assume that American farms could, by the introduction of Chinese labor, be made to produce several times as much as they are now producing. There is land in the United States to raise food enough to fatten the world.

The average American does not like farming. The sons of the prosperous farmers do not take kindly to the tilling of the soil with their own hands. They prefer the excitement and the diversions and stimulus of the life of city and town, and they leave the farm for the office and factory.

The average American laborer also finds the occupations of the city and town more congenial than farm labor. Consequently the farms are denuded of labor, and there is no remedy in sight unless we shall be able to overcome prejudice, enlighten our minds with understanding, and introduce Chinese labor to work our land.

The same reasons that have denuded the farm of labor have denuded the household of



Chinese in France working in the gardens near Paris. Several hundred thousands of these men are now laboring in Europe owing to the shortage of man power.

Continued on page 631

# Where East and West Rub Elbows

*Vladivostok, Siberia's Seaport, Becomes the Point of Contact between Russia and the Allies*

Photographs from FORTIER JONES



American automobiles destined for the eastern front are still lying crated along the streets of Vladivostok. Here coolies are moving the supplies through the mud toward the arch built for the exiled Romanoff when he visited the city as Czarevitch.

Vladivostok has become a delicate spot in the diplomatic relations between the Allies and Russia. Protest against the landing of Japanese forces evoked a message to Japan from President Wilson and was followed by the landing of British troops to guard the supplies there. When the Russian revolution was declared a success, Bolsheviks and Cossack marched side by side down the streets of Siberia's great port. Today these two factions are fighting each other bitterly.



It will take fifteen years to clear the wharves and overflowing warehouses of war supplies if they go on at the rate they were being shipped when the revolution broke out. This was the estimate of a customs official. With troops now guarding them there is chance that munitions and other equipment can be saved for the Allies. Meanwhile the Russians charge Japan with unfriendly aggression and Germany is making the most of the incident.



When the Bolsheviks made protests to the foreign consuls against Japan's landing of troops, John K. Caldwell, U. S. Consul at Vladivostok, had to decide what America's attitude should be. He received the delegation cordially, although the other consuls refused to see them.



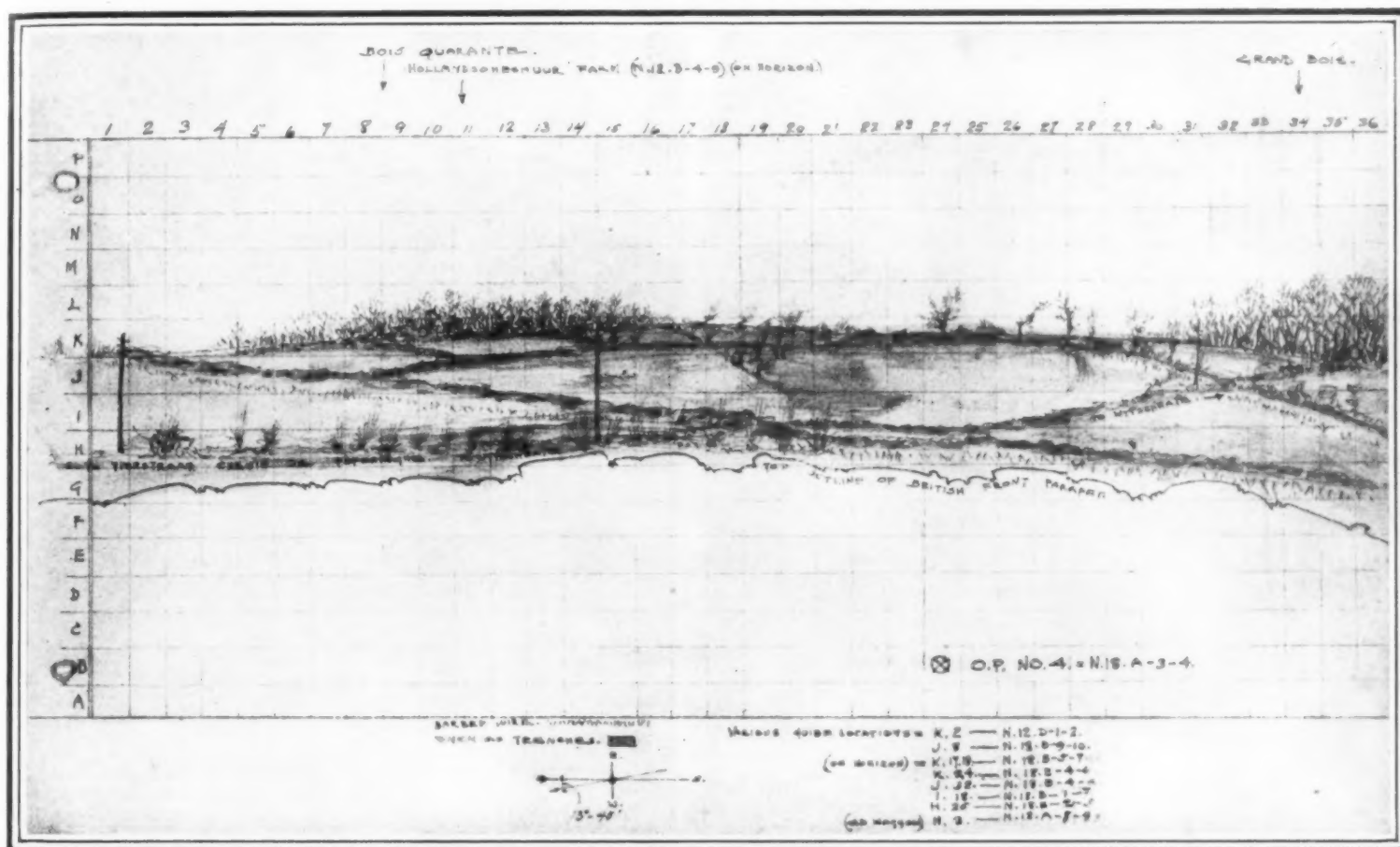
German and Austrian prisoners of war in Siberia. It is said that the Bolsheviks are arming these prisoners, but the rumor has never been verified. It is true that a number of Austrian generals of high rank are interned in this part of Russia and thousands of prisoners from both German and Austrian armies are located in great numbers where they are given a certain amount of freedom. The figure from the left is the American inspector of the group.



# Sanguinary Messines Ridge

*Being the Story of Life in the Ridge Trenches with a Brigade Observer*

By CAPTAIN CHARLES DOLPHIN



WHEN I first arrived in the trenches of Flanders, I was a sergeant in the 24th Canadian Infantry, and in charge of brigade observers whose duty it was to patrol no man's land at night and during the day to keep the enemy trenches entirely under observation.

While patrolling no man's land at night it was our business to beat back any enemy patrols who might be trying to spy on our trenches and working parties, while these parties were erecting barbed wire entanglements or digging saps from the front line toward the enemy trenches. During the day we had to report on every movement of the enemy in his trenches no matter how unimportant those movements might seem to be. If a piece of wood was seen bobbing up and down along the top of the enemy trenches it meant that they were carrying on work of some sort and that the material for that work, if we could follow it along in the trenches, would probably stop at the point where the work was being carried out. Also, we had to report on any new steel loophole plates that might appear on the enemy parapets at various times. These, in a very peculiar manner, would suddenly appear morning after morning on different parts of the enemy's front parapet. It was always a matter of conjecture whether they were being used at

Section of terrain over which the battle again rages. Drawn by Captain Dolphin at the time the British were pushing the Germans from Messines Ridge. The names on this sketch are daily in the news as the Germans dash against the British line. When casualty figures are tabulated the Messines Ridge will be one of the great slaughter grounds of history.



This official British photograph taken after the Germans had been driven back shows the same terrain sketched above by Captain Dolphin. The Tommies have been looking over a captured German field-piece. The woods and houses seen in the sketch have been completely demolished. Today this ground is again under the Hun's heel.

sniper loopholes or whether they were placed there to mislead our men with the actual loopholes somewhere nearby, possibly lower down in the parapet. Often while our men would be firing at these steel plates, trying to get a bullet through the loophole, the enemy sniper would be watching from his concealed place and immediately fire at the smoke made by the rifles of our snipers. It was very rare that anyone was seen firing through these steel loopholes on the enemy trenches, and as this false-plate business was a game at which both sides could play, it didn't take our men very long to spot the deception and to "go the Hun one better." While one man in our trenches fired on the enemy's plate, three or four of our other snipers would watch for the smoke from the enemy's rifle, and, all firing at this, trust to luck that one of our number would have the good fortune to get a bullet through the enemy's concealed loophole.

This was the usual procedure  
*Continued on page 624*



# Keeping the Holy Land from the Turk

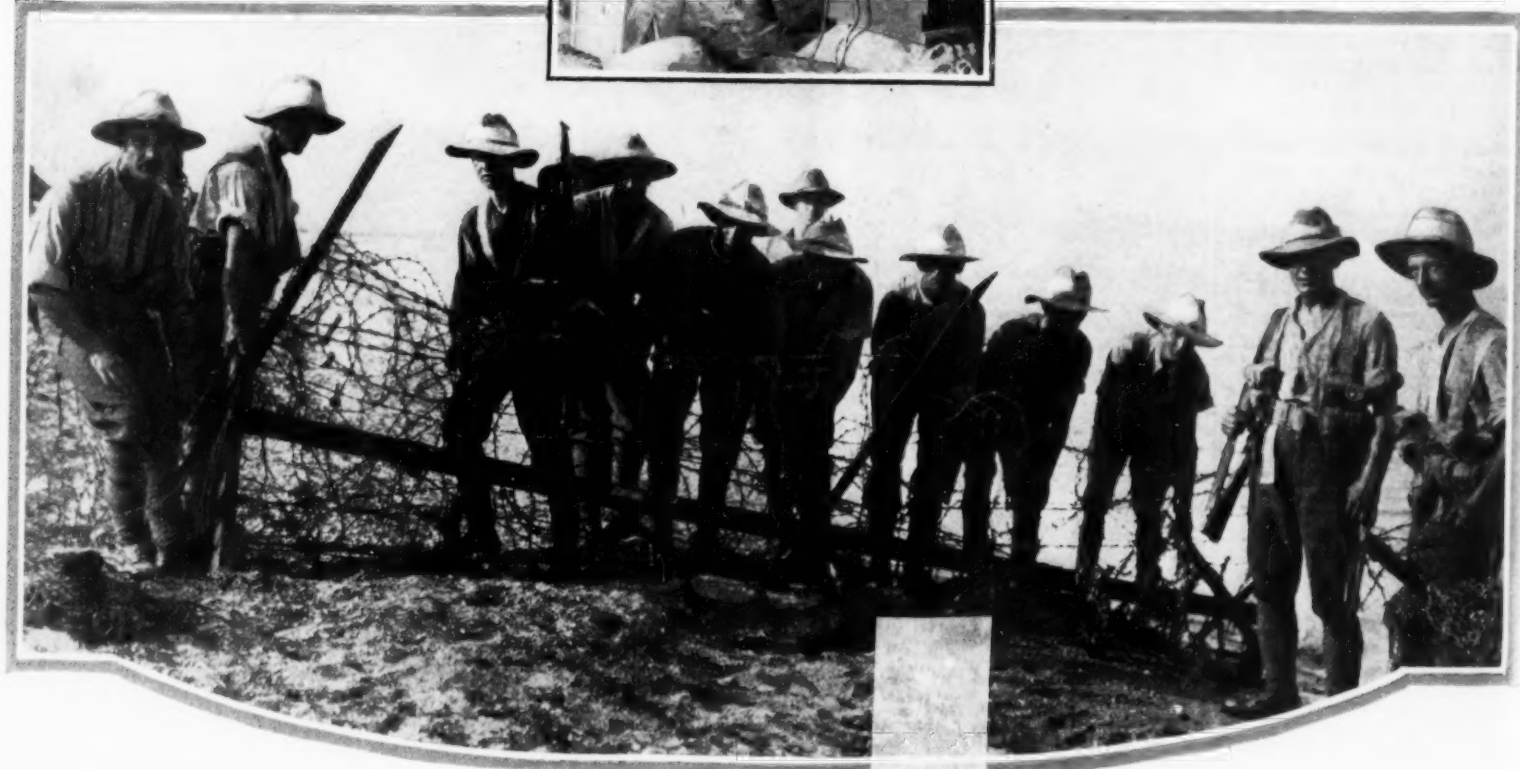
*Exclusive Photographs for Leslie's from International Film Service*



A German commander announces his joy that the struggle for the Holy Land is to proceed with German arms. So a new Turco-German offensive is to be launched against the British troops which wrested control of Palestine from the Muslims. Machine-gun squad of Allenby's Crusaders crossing a foot-bridge near Jerusalem.



The completeness of detail in trench communications, despite the fact that they are put up and connected in an incredibly short time, is astonishing. To the left is shown a telephone post on the British front in Palestine, keeping the regiments of Anzacs in close touch with headquarters and ready for a German onslaught.



Though the great Russian catastrophe and the titanic struggle on the western front have held the world's attention since Allenby's men entered Jerusalem,

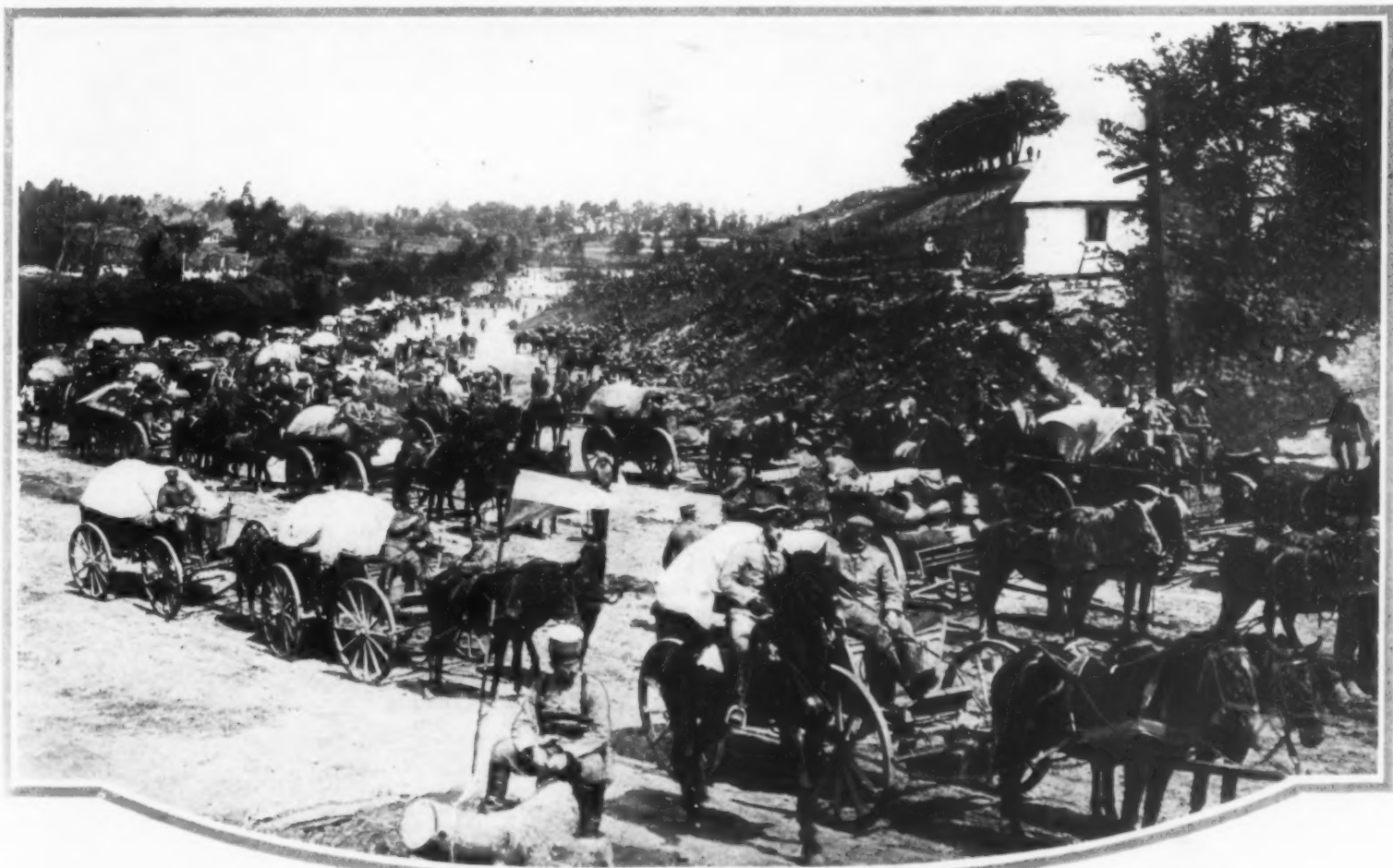
no soldier is deserving of more credit than the gallant men fighting in Palestine and Mesopotamia. Barbed-wire plays its part in Palestine.

## The Lines Behind the Lines



The long, gray cavalcade of covered carts, plodding men and patient beasts, marching behind the Italian army, bears a striking resemblance to the lines of communication of the enemy shown below. There is little use in smashing

the enemy's battle-line if you stretch your own communications so taut that they snap. Without these crawling arteries that carry sustenance to the fighters even a victorious army would soon be rendered weak and helpless.



The German communications broke down at the Marne when von Kluck ran away from himself and exhausted even the "iron ration" before his supplies, which he probably met on the way back, reached him. In their recent drive the

Germans have been more careful, and despite their rapid advance in places they have made the supply-wagons keep pace with the infantry. This photograph came to Leslie's from behind the enemy lines in the captured Italian territory.



# Norman Hapgood's Page

On this page Mr. Hapgood presents bi-weekly his views of public events, public men and social and political tendencies of the times. Quite often Mr. Hapgood's opinions



may differ widely from those of the editor of Leslie's, so by mutual consent he and the editor of Leslie's "disclaim all responsibility" for each other's expression of opinion.

## Think It Out

A FRIEND of mine in England writes: "Nothing is more necessary now than to push the League of Nations idea. There must be something definite and hopeful ahead to work for. In this period of grim endeavor what is needed is proof that the future good we seek is not intangible, but distinct enough to work for and fight for." A committee has just been formed in the House of Commons to work out the thought and the whole labor group is backing it. The Left is for it in every country; the Right usually jeers. Whether it turns out an idle fancy or a glorious new birth, depends largely on the work done right now,—on the hard grubbing work in detail, that will show just how the general idea can, with good will, be made successful. The League to Enforce Peace has committees doing such work. If there weren't such a discouraging amount of party politics in our Congress, even in war time, it might be well to hope for a committee there; but it would probably have peanut results.

## An Old Story

THOSE solons who are making the most noise in Washington about the backwardness of our ship-building are, to a large extent, the same who filibustered Mr. McAdoo's shipping bill to death, and who, when it was introduced at the next session, made it necessary to pull half its teeth. I believe it libellous to call any single man a Dodo, but the term may safely be applied to a type.

## Lenroot

A GOOD many people think I am a Democrat. I am no more a Democrat than a Republican. Neither party is constructively and steadily progressive enough to tempt me. I was extremely sorry to have the President jump into the Wisconsin fight. I was still more sorry to see his opinion used to bully the soldier vote. It is the sort of thing that keeps the Democratic party from growing. Mr. Wilson has a large following that will never attach itself to his party just because things like that so often happen; the door is nearly always slammed in the faces of high-class men if they are not party members. If Lenroot will overlook this discrimination against him, and support the President during the war as fully as his conscience will permit, and play no partisan politics, he will prove himself as big as some of his friends believe him. He has promised to do this, and I think he will.

## Next Fall's Elections

THE Republican plan of campaign for next Autumn is beginning to appear. In developing it, the Republicans are being aided by Democrats of the type of Senator Reed. The plan is aimed at pleasing big business and the farmers, and gathering together all who are discontented with any aspect of the war. They will make a carefully planned attack at war regulation, calling it ignorant interference with business, etc., and contending that it does not succeed in any of its aims. Possibly by 1920 this issue may develop into a fight over whether there is to be, as a lasting policy, lessened or increased Government control of essential industries. They will make a big drive for the farmer vote, along the line that there has been interference with the price that the farmer receives for his product, and no corresponding regulation of the prices that he pays for his material. There is no doubt that one of the failures of this Government is to establish a sufficiently close and sympathetic touch with the working farmer, and it will have to make progress in this line by Autumn or pay heavily. The farmer's logic is sound. Regulation of the disposal of the product implies regulation of the materials needed to make the product. Also, the farmer ought to feel more at home in Washington. Like any party out of power, unless it is influenced by more than average patriotism, the Republican party will also seek votes by dramatizing every discontent with the conduct of the war and with the sacrifices that the war puts on individuals. It will talk about the need of sacrifice, but kick about all the actual sacrifices. The Democratic answer will be an appeal against partisan attempts to

trip up the President and make his huge task even more unwieldy. It will be a celebration of what has been done and an indication of what more can be done if the country is united. And it will be a pretty fight.

## Permanent Food Problems

SATISFYING the farmer's present desires, as far as they are just, is a temporary war problem. Behind it lies a much bigger problem, stretching for years ahead, and affecting nearly all the great nations. England, in this as in so many other things, is taking the lead among the entente nations. It is the question of the permanent food supply, its production, distribution, and control. As applied to this country it means not only treatment of the soil, in which Germany leads the great powers, and guidance of production by the Government, also carried furthest by the Germans, but also a settling of the relation to the Government of the vast agencies of distribution, such as the railroads and the packers. It should mean also the best possible machinery for making arrangements with labor and for reconciling the interests, at first sight conflicting, of producer and consumer. It is an enormous, world-wide effort at improvement after the war, in which we, with unimpaired resources, should lead.

## For 1920

PEOPLE are likely to be more serious when we begin the next Presidential campaign a little more than two years from now. The war will probably be ended and reconstruction will be in every mind. The Democrats are not less shallow and insincere than the Republicans, but President Wilson has committed them to certain steps in wisdom and enlightenment, so they are a little more likely than the Republicans to be the more progressive of the two parties in their next platform. But it is by no means certain. The progressive Republicans may capture their party; the reactionary Democrats may capture theirs. In either case one of the fundamental questions must be food. The agricultural program must tackle things requiring hard thought. It must include land tenure, farm labor, cooperation, financing agriculture, improved facilities for distribution. There are times when fundamental thinking merely bores the public. 1920 will not be such a time.

## Emerson in 1918

EMERSON urges us to be "not cowards fleeing before a revolution, but redeemers and benefactors." We, the favored and educated, must make changes toward fairness and equal chance, to prevent changes from being made violently by the mob,—yes, but that is not the highest reason for making them. The highest argument is that they are right. Says Emerson again: "The reward of a thing well done is to have done it. The thief steals from himself, the swindler swindles himself. You must pay at last your own debt." And once again from this deepest of American thinkers: "Treat men as pawns and ninepins, and you shall suffer as well as they. If you leave out their hearts you shall lose your own. The selfish man suffers more from his selfishness than he from whom that selfishness withholds some important benefit." If we all could suddenly come wholly to believe those words, and act them, the harm done by the war would be more than undone in much less than a lifetime.

## Dogs and Wolves

IN his wild state, as we know him, the wolf has a character that makes him a symbol of ferocity, and he hates nothing so much as man. Domesticated, turned into a dog, he is a genial fellow, playful, reflective, and devoted, who loves nothing so much as man. The definite change is partly because the dog is assured of his subsistence, in return for good behavior, and further because he has lost the fear that man wishes him to have. From the most wolfish heart take away fear, and you will find that heart brim with kindness.

What political moral do you, most amiable reader, draw from my little tale?

## One-Man Mills

THE one-man flour mill is one of the stirring developments of the day. It is a sign pointing toward the return of individual business. The one-man flour mill, producing 25 or 30 barrels of flour a day, is essentially the old grist mill back again. When steam was harnessed, to do the heavy work of mankind, and machinery was invented, there was, in my opinion, a mighty benefit conferred on the majority of toilers. Not everybody thinks so, but those who do not are in the main, I believe, those who have made no close study of history from the point of view of the lives of the majority. One who realizes vividly the existence of an agricultural laborer before steam was invited to keep man alive, and compares it with the shorter hours, the better clothing, the more varied diet, the books, the newspapers, the schools, the travel, that mark the life of the workingman today, must think that progress has been far-reaching, much more for the mass than for the educated minority. But the industrial era, with its vast gain, had its drawbacks also. Just as Prussia has carried too far the concentration of state power, business combinations in this country and elsewhere have carried concentration of industrial power to the point where it is widely held to be a danger. Regulation has been one answer. It has been applied to railroads and insurance companies and is about to be applied to the big packers, who control 80 per cent. of our food supply. But the most conclusive answer would be the economic success of the small unit. That is why the emergence of the one-man flour mill goes to the essence of a civilization.

## Working at Home

ANOTHER recent example of the re-birth of small unit industries has grown out of the development of water-power. It has resulted in France in the march of industry back into the home; and it will go further. By having a small electric motor, within reasonable distance of some power centre, it is possible to carry on many of the skilled trades at home.

The benefit of this development is greatest in its application to women, but it enables all adult members and larger children to unite in making the family an independent and united thing. In many ways water-power will transform the world. No one of these changes will have a more salutary bearing on future civilization than the freeing of the family to work as a unit.

## Talk Versus Faith

IS the world more materialistic in soul, since machinery made so much luxury possible? Is there any chance for the essence of religion, which is voluntary poverty? Milton can speak nobly of the willingness

"To scorn delights and live laborious days,"

and we all respond sentimentally, but how many of us really prefer it? Most of us dream of cornering or inheriting some money, to escape the common lot. Tolstoi says in *War and Peace*: "He learnt that man is meant for happiness, and that this happiness is the satisfaction of the daily needs of existence, and that unhappiness is the fatal result, not of our need, but of our abundance." Tolstoi believed that. He fought for it. Finally, when over 80, he marched out into the world, face to the truth, and died. How many Tolstois are there? Cardinal Newman tells of an austerity more bright "than all those aids and appliances by which men nowadays attempt to make prayer less disagreeable to them. True faith does not covet comforts." So speak all the spiritualists great.

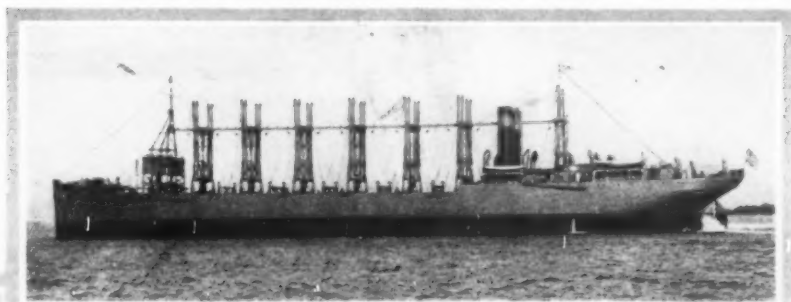
It is often said that what the world needs most is a sense of religion, adapted to our needs; to fight against the worship of the golden calf. An Englishman of social family, and therefore greatly favored by the present regime, told me he had no objection to the program of the British labor party. He was entirely ready to welcome industrial democracy. His only fear was materialism. It was the fear that interest in prosperity would overwhelm interests in the purer and more disinterested aspects of character.



# Faithful Followers of the Fleet

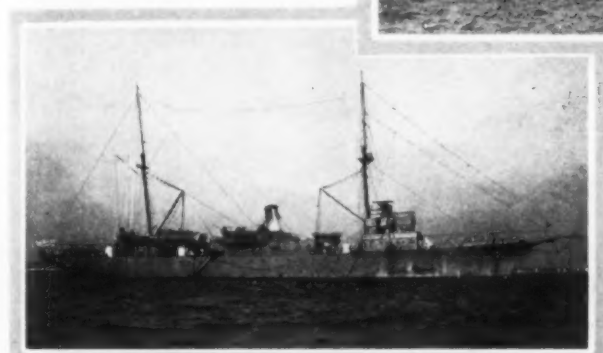
By WALTER SCOTT MERIWETHER

*Unromantic but Necessary  
Rear-Line Ships Are  
the Arteries of  
Our Fighting  
Vessels*



NAVY DEPARTMENT  
The double row of deck cranes make the collier a cumbersome looking craft. The collier *Cyclops*, now reported lost at sea with 293 on board, was one of the largest in this special class of ships.

*Their Duties Are Stern as  
They Are Manifold;  
Both Greater than  
Their Justified  
Acclaim*



The U. S. S. *Bushnell*, parent ship for a fleet of torpedo-boat destroyers.



The supply ship *Culgoa*. It carries bread and gasoline and chewing gum or chiclé.

ONE hears little about the auxiliary service of the navy. Its work is never in the limelight. Giant colliers with their huge forests of booms are impressive through sheer bulk and top hamper, but they are not spectacular. There is nothing distinctive about supply ships as, in unobtrusive garb of gray, they lumber out of navy yards freighted with provisions and stores for the fleet. There is little to appeal to the imagination in a bulky shape riding at anchor in company with her betters, yet the floating machine shops, known as repair ships, are indispensable. Saving the red danger flags which wave from their trucks, ammunition ships betray no hint of the quiescent volcanoes stowed within their holds. Unlike the other auxiliaries, hospital ships have been made as distinctive as possible, for an obvious purpose. They have white hulls girdled by broad bands of vivid green and can be mistaken for nothing but what they are, carts for the sick, the maimed, the wounded and dying.

But although never in the spot light, the auxiliaries are very much in the game. Some day a future historian may get around to them and tell of the inconspicuous but invaluable part they have played in this war.

Also there will be many exciting adventures to record, episodes whose only recounting so far has been in the unemotional language of the log book. For example: One of the big navy colliers lost a propeller while churning her way back from "over there." She put in at the Azores. There was no dry dock to receive her, but her master, being a resourceful seaman, emptied the after water-ballast tanks, filled the forward ones and by shifting his fuel coal for-

ward, managed to bring the stern high enough out of water to enable his mechanics to ship the spare propeller. . . .

While she was riding in this ungainly attitude, with bow deep in water and stern high in air, catamarans around the stern and mechanics fighting off sharks as they worked waist deep in water, there came the sudden boom of guns, the whine of shells and the thunder clap of explosions as missiles burst along the shore front of the town.

A German submarine had appeared in the bay and after a careful inspection through her periscope of the shipping anchored there, had "broached" to the surface and opened fire with her deck gun. She had paid no attention to a collier in a far-off corner of the bay, which seemed to be chiefly intent on standing on its head.

But the collier carried a gun and her crew lost no time in manning it. From the steeply sloped deck

that befell another collier. This vessel had entered the danger zone, and was skirting a line of mines when there was a yell from the crew's nest to put the helm hard right to avoid an oncoming torpedo whose wake the lookout had descried. The helm was instantly jammed hard over and as the torpedo sped under the bow, missing it by a hand's breadth, there was another call from the lookout to shift helm to left to avoid another rushing missile streaking for the ship.

Again the helm went over and the collier gave a wide sheer in the opposite direction. The torpedo passed within a few feet of the ship and then it was a case of back-engines-hard to keep from going on the mine field.

Meanwhile the captain had been dancing from one end of the bridge to the other, and always at his heels was a new member of the crew who had been detailed as orderly. This young man had much on his mind but the captain was too busy to listen. As the bow stopped just short of the mine field and as the vessel began to back away from that peril the captain, leaning breathless over the rail of the bridge, wheeled around to plump into the orderly, following him like a shadow.

"Well, what in h—l do you want?" he shouted at the man.

"Sir, it is eight bells and the chronometers are wound."

The war has changed most everything but nothing more conspicuously than the collier branch of the auxiliary service. It was only a few years ago that one of these navy colliers, the *Arctus*, came steaming into Manila Bay. After anchoring, the

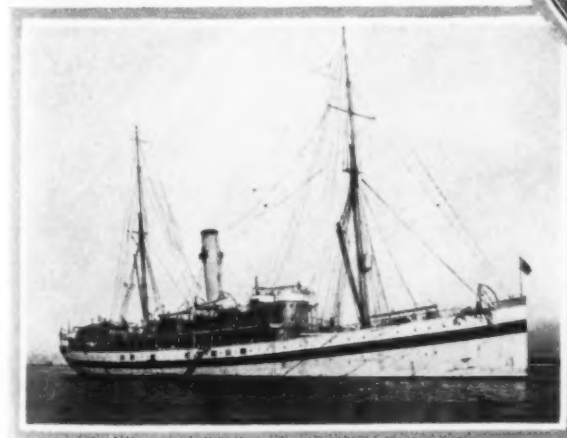
*Continued on page 628*



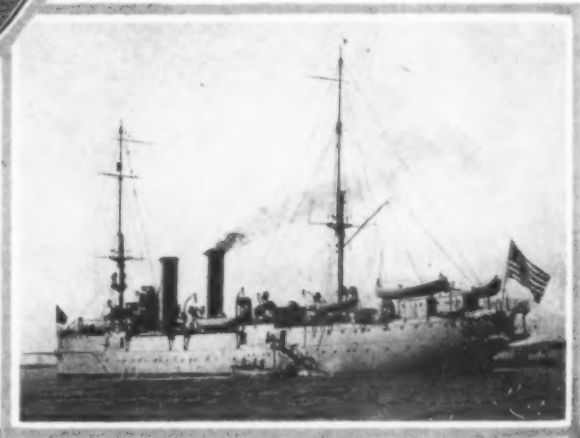
NAVY DEPARTMENT  
The repair ship *Vestal*, with the gunboat *Nashville* alongside undergoing repairs.

it was trained on the invader and as the shell whistled within a few feet of the submarine's conning tower, the Germans gave one startled look at the apparition from which a bulb of white smoke was drifting, and without more ado folded their gun back in its place and plunged under the protecting waters as quickly as the diving rudders would take them.

There was another adventure



NAVY DEPARTMENT  
The U. S. hospital ship *Solace*. To any but the Germans a hospital ship, with its Red Cross of mercy, has a wonderful significance that assures safety.

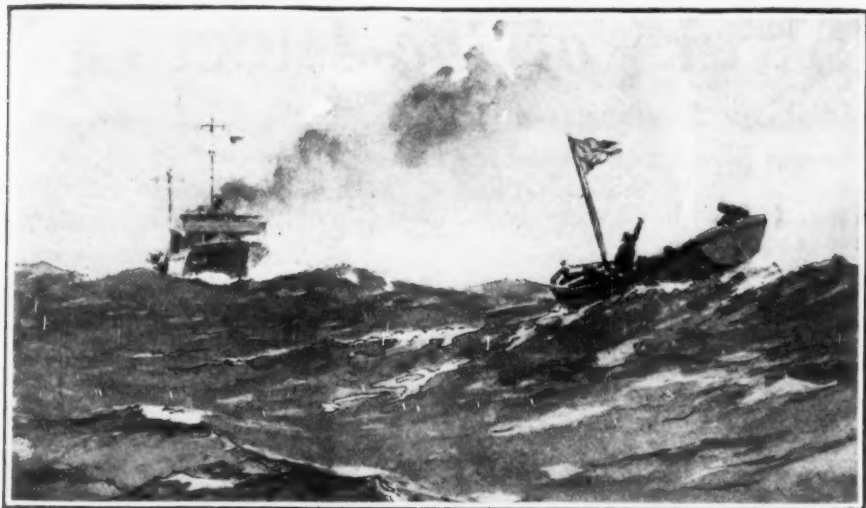


NAVY DEPARTMENT  
The U. S. mine-layer *San Francisco*. Mine laying is one of the most difficult and dangerous occupations in the scope of the sea service.

# Those Who Serv

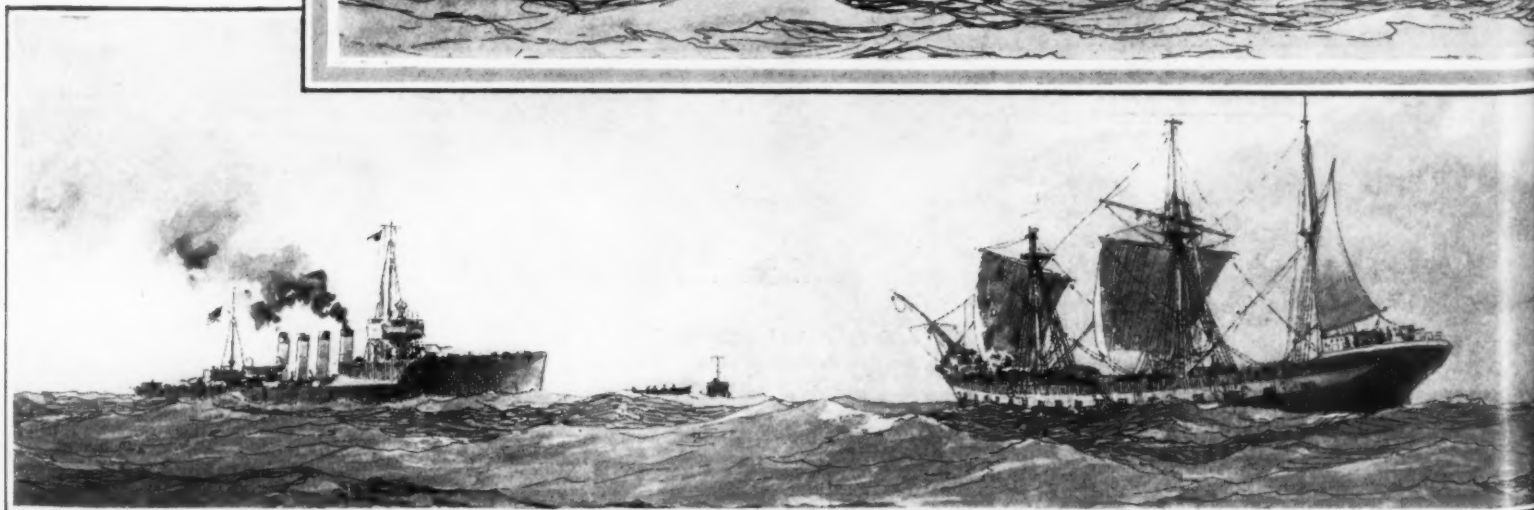
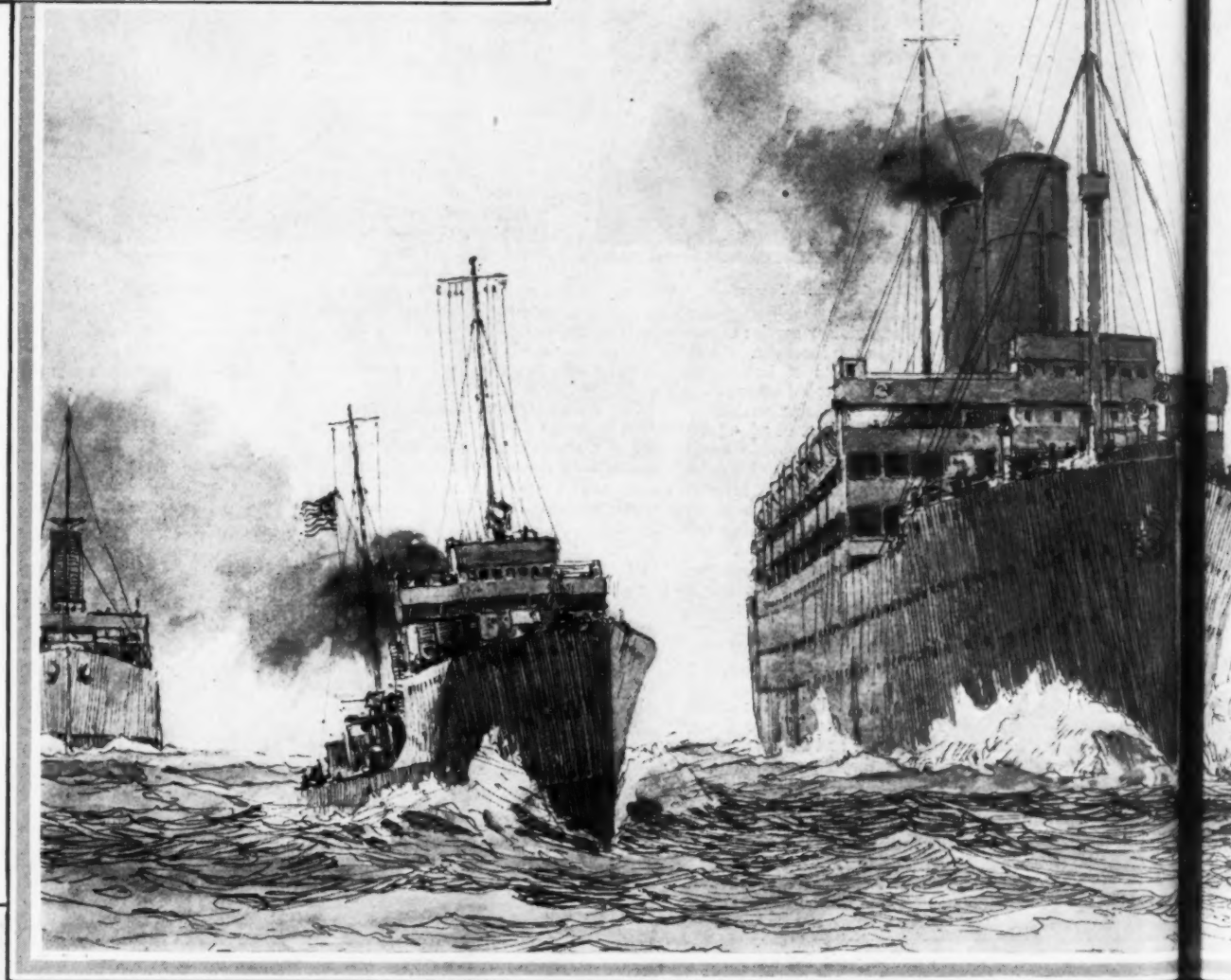
Sketches M

By LIEUTENANT-COMMAND



Days and nights in an open boat with only the spark of eternal hope that lives in every man to keep soul and body together—then at last the friendly smoke puff on the horizon, warm blankets and dry bunks. This is the new adventure that the new age has faced and conquered. Those who lament the loss of the American spirit that once peopled the Seven Seas with Yankee sailormen, are living to welcome it once more in a nation that has turned from farm and factory valiantly to "go down to the sea in ships." The daily work of the American destroyers is shown in these sketches.

The transports under convoy, at the right, are part of the endless chain of ships that are bringing America up to the battle-line in France. It is a naval axiom that troops cannot be transported far without full command of the sea. A single enemy cruiser may be a grave menace. Thus our transports are grouped, so far as possible, with ships of the same speed, and heavily convoyed through danger zones, by destroyers. Little damage has been done to transports.



The destroyer, horror to the heavier enemy craft, comes as an angel of mercy to the wounded merchantman. After being shelled by a submarine that was unable to get within range to discharge its torpedo or was too sure of its aim with its guns, the

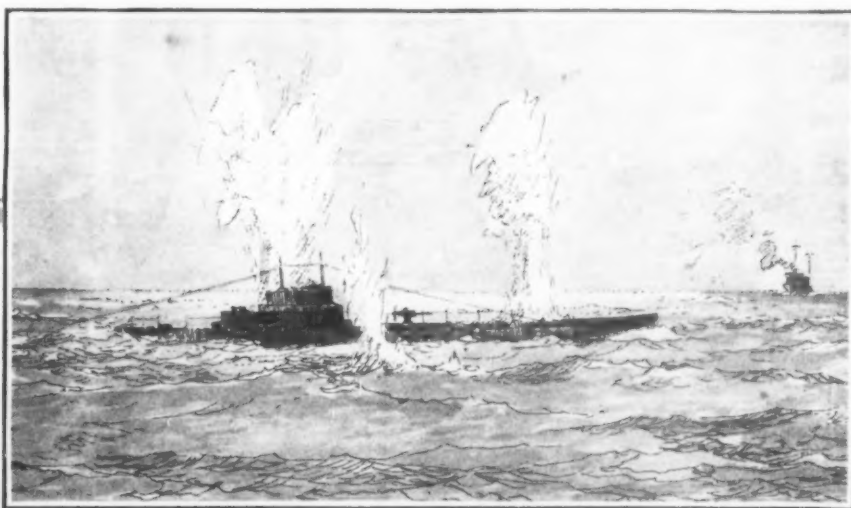
sailing ship's distress signals are at last answered and the destroyer comes to her rescue. The submarine must sink and swim and the cargo ship is safe. The destroyer, more than any other craft, has sounded the death knell of the U-boat.



# America at Sea

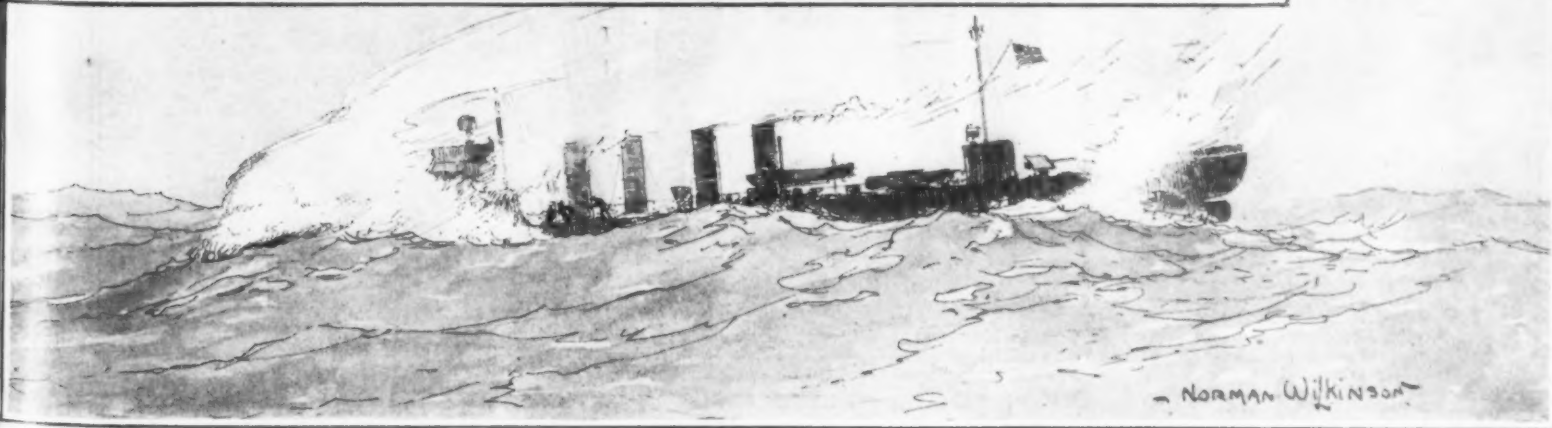
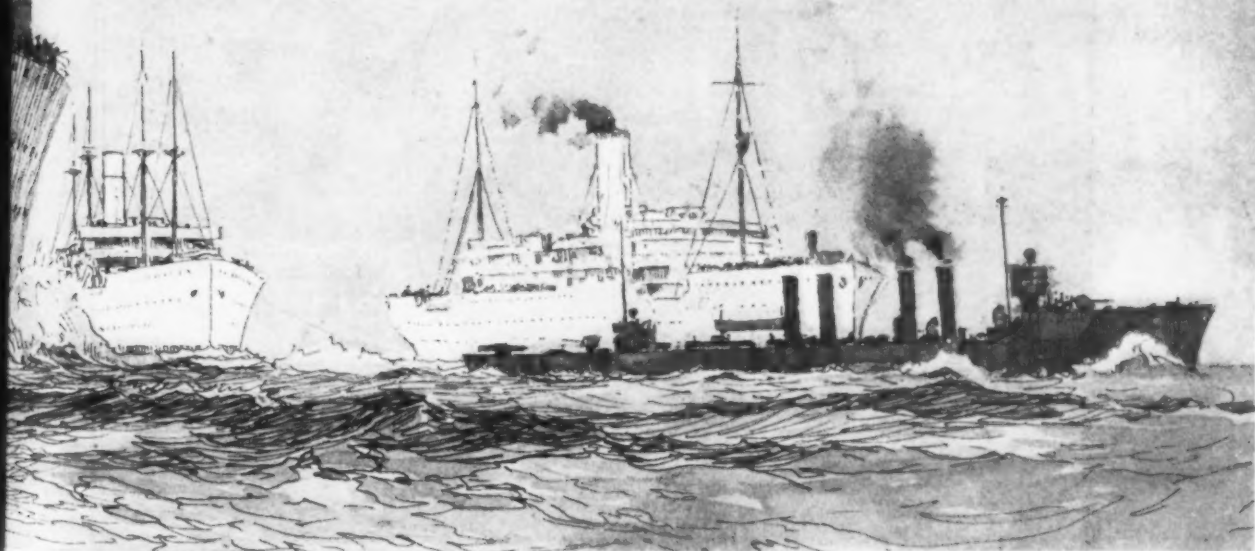
atches the High Seas

MAN AND NORMAN WILKINSON, R. N. V. R.



This submarine will never return to Kiel. Closely and more closely the nets of the Allies have surrounded the underwater demons, the destroyer and the chaser are hunting them down on the surface, the airplanes are striking them from the clouds and the terrible, blind-striking depth bomb is reaching them even in their own dark haunts. Reports say that the submarine crews that go out and never come back are breaking the German navy morale more subtly and surely than enemy guns. It is hard to get crews for ships that disappear, no man knows how, nor why, nor where.

For each transportload of men that rides the road to France there must go a little fleet of supply ships that carry the food and the equipment of the men and guns. With each line of transports marches the naval escort guarding the precious cargo destined for an American base in France. Besides transports in a "train" are fuel ships, supply ships, hospital ships, repair ships, ammunition ships, hangar ships, despatch vessels, tenders, trawlers, mine layers and tugs.



NORMAN WILKINSON

"They roll, they yaw, they pitch, they take seas aboard but they make their crew rough and ready men of the sea, hardened by daily incident to exposure and peril. Daring is their second nature, hardship to them is routine and self-reliance their common quality."

These are the words of a man who has sailed on many a patrol "in dirty weather" on a destroyer like this, built for speed and not for comfort. But his reward has come, sure and certain, in ridding the sea of the sting of the viperous submarine.

# The Roll of Honor



FROM ILLUSTRATING ARTIST

Brigadier General Samuel Johnson, formerly commander of the Hawaiian Division of the National Guard, but now a major in the National Army. The first case on record in this war where a general officer has sought lower rank in order to more quickly see service at the front.



FROM ILLUSTRATING ARTIST

For caring for thousands of French orphans, Miss Blanche Cahen of San Francisco has been awarded a bronze medal by the French Government. She has raised thousands of dollars for French relief work.



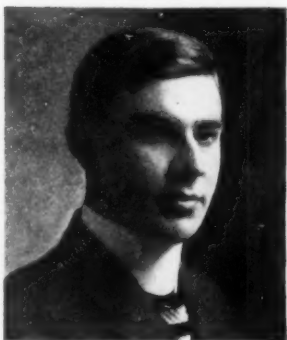
ANGUS

H. Clyde Balsley, of San Antonio, Texas, one of the six Americans in the French Aero Corps who organized the now famous Lafayette Escadrille, has been detailed as an instructor at the Lake Charles, La., flying field. He wears the cross of war and the military medal for bravery.



INTERNATIONAL FILM

Herschel Godfrey, of Chicago, was inspired to join the army by Marshall Joffre's visit to that city. He is a prisoner "somewhere in Germany," but writes that he considers himself lucky to have been among the first in action.



Carson S. Ricks, of Eureka, Cal., the first man in the American army to be wounded. He received the croix de guerre for his conduct when his ambulance was struck by a giant shell, killing four blessés.



INT. NATIONAL FILM

Captain Heurteaux and Lieutenant Beuois, French aviators here on a special mission. Captain Heurteaux, now ranking in Guynemer's place, is officially credited with 21 enemy planes, unofficially with 60. Lieutenant Beuois has 17 enemy planes to his credit.



REX

Private John Carroll, Canadian Infantry, said to be the first American to receive the Victoria cross. He rushed a trench, bayoneted four Huns, rescued a comrade, killed his assailants, took a machine-gun and slew three Boches.



John Newberry Green, First Lieutenant, Field Artillery, the first recipient of the new American war cross. The picture was taken just before he was wounded by a shell in the front line.





## Who Discovered RICORO?

"An Efficiency Engineer," said the manufacturer. "He had just demonstrated how I could increase our output and decrease our operating expense when I offered him one of my 'customers' cigars."

"Try one of mine instead," he laughed, "Maybe I can also increase your smoking enjoyment at less expense."

"I bit off the end, lighted up and puffed it. 'Well,' I said, 'What's the answer? This is as good as the cigar I smoke, and probably costs as much.'"

"That's *half* the answer," he replied, "It's as good as your cigar—but it costs only 8c. It's a Ricoro, the Corona size—*imported duty free* from Porto Rico."

"As an Efficiency Engineer you are sure *some cigar expert*," I remarked."

*Sooner or later you'll discover—*

# Ricoro

*the "Self-Made" Cigar*

Because you can afford 15c or 25c cigars is no reason for smoking them if a 7c or 8c Ricoro will prove as enjoyable. A trial is the only test that tells. *Discover Ricoro today.* You'll find out why we call it the "self-made" cigar and why millions of Ricoros were sold the first year they were on the market.

War Savings  
Stamps sold in  
all United  
Cigar Stores

Ricoro is made in a dozen sizes and shapes, from 6c to 2-for-25c—simply the question of size. The quality is the same in all.



Sold Only in United Cigar Stores—"Thank You."

## UNITED CIGAR STORES COMPANY

Over 1200 Stores Operated in over 500 Cities. General Offices, New York

Imported  
from Porto Rico



Corona Size  
8c  
Box of 50 \$4.00



Cabinet Size  
10c  
Box of 50 \$5.00



Saratoga Size  
7c  
Box of 50 \$3.50



Pacifico Size  
7c  
Box of 50 \$3.50



Panetela Size  
7c  
Box of 50 \$3.50



Invincible Size  
3 for 25c  
Box of 50 \$4.00



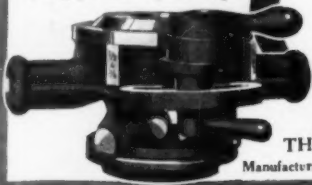
## Pipe-threading with the bother left out

Take No. 102, for instance—it threads 6 sizes of pipe, has no loose bushings or lock-nuts, and gives you the time-saving convenience of self-locking dies and guides.

Folder on request.

Ask your Supply House about

**No 102** threading  
6 pipe-sizes,  $\frac{1}{4}$ " to  $1\frac{1}{4}$ ".



That's what "OSTER" means to trouble-dodging plumbers, steam-fitters, engineers, farmers and every other pipe-threading industry—not in the United States alone but throughout the civilized world—

# OSTER

## BULL-DOG DIE-STOCKS

THE OSTER MFG. CO. - CLEVELAND, OHIO  
Manufacturers of Bull-Dog Die-Stocks and Oster Power Threading Machine

### "Are your economics on straight?"

E. Le Roy Pelletier, of Detroit, sharply disagrees with those well-meaning but misguided individuals who believe that just because you and I aren't or can't be fighting in the front line trenches we should close our shops, stop production, wear sackcloth and ashes, and sit idly by in order not to be unpatriotic.

He doesn't believe that this sort of thing helps win the war; he believes in the real patriotism of efficient, successful business in wartime.

"Are your economics on straight?" is the first of a series of practical business discussions, by a business man, for business men. In Leslie's next week.

We think you'll agree, after reading these articles, that what Mr. Pelletier has said is what you've believed all along—but he's said it as no one else has hitherto been able to say it.

## Watching the Nation's Business

By THOMAS F. LOGAN

LESLIE'S WEEKLY Bureau, Washington, D. C.

### No Corner on Patriotism

PARTISANS are rolling up a long list of political blunders that are certain to figure in next fall's elections. The Wisconsin slogan, which argued that a vote for Lenroot would give joy to Berlin, did not help the Democratic candidate. Equal exhibitions of bad taste are provided in Congress by representatives who attack Republican members on the question of loyalty. A case in point was furnished when Fred A. Britton, Republican representative from the ninth Illinois district, was made the target of exceedingly offensive remarks based on the fact that he offered last year a resolution to exempt certain specified Americans of Teuton ancestry from the United States army at the front. Replying to his critics, Representative Britton called attention to President Wilson's order of March 22 on the subject of conscientious objectors and declared that the dependability of the country's fighting forces was the thought behind his resolution and the executive order. He then took up the records of his critics on naval and military questions. He showed that they had consistently voted against preparedness, while he worked for it. He called attention to the fact that the American Defense Society had placed his name, with those of the late Representative Gardner and Captain Richard P. Hobson, on its public "Honor Roll" for untiring efforts to build up the American army and navy. He concluded with a stinging reference to the new class of patriots who camouflage their congressional records by wrapping themselves in the American flag. This is but one of numerous recent exhibitions of folly. It is a big undertaking to persuade the American people that members of the Democratic party have a corner on patriotism.

### No Relief from Food Shortage

Newspaper comments on the estimated wheat crop for 1918 fail to take into consideration the tremendously increased and constantly growing demand for food from America's allies. The Department of Agriculture estimates that the wheat crop planted last winter will give the United States approximately 142,000,000 more bushels than the 1916-17 winter acreage. It is too early to speculate on the results of the present spring planting, but, because of increased demands for barley and other substitutes, there is reason to believe that it will not show a material increase over last year's crop. Meanwhile the Food Administration, which is now shipping approximately half a million bushels of wheat a day to France, will face the necessity of greatly increasing these exports to feed the big army that America is putting into the field and to make good the reductions in European wheat crops caused by the transfer of men from the fields to the firing line. It is only fair to the people of the United States that they should know the facts and be prepared to face them. It is folly to speak of an abundance of food in this country next fall and winter. The food regulations effected by Herbert Hoover must become more drastic as the fight goes on. When President Wilson spoke of putting all the force of this country against the brute might of Germany he was thinking not only of men and munitions but also of food and money.

### The Cost of a Nation's Madness

Representative Frederick C. Hicks, of New York, has compiled figures on the cost of the war. These show the combined expenses on both sides during the first three years amounted to \$98,500,000,000 and

that this vast sum will be increased to \$160,000,000,000 if the war continues until August 1, 1918. This means that the entire cost of the American Civil War is being duplicated every 85 days and that the cost of the Franco-Prussian war is equalled every five weeks. Reduced to comparisons, this enormous sum of money would construct 460 Panama canals. It would build a railroad long enough to encircle the earth at the equator 92 times. It would purchase three hundred and sixty million low-priced automobiles. If put into one dollar bills, placed end to end, it would make a chain of greenbacks that could reach around the world 757 times. Four years of the present war will cost more than seven times as much as the total direct cost of the six greatest wars in the 125 years previous to August, 1914, although one of these wars lasted 21 years. It is now costing the United States more than \$50,000,000 a day and that figure will be tremendously increased before the end of this year. These amazing statistics give an illustration of what civilization must pay as the price of Germany's madness.

### First Aid for Railroads

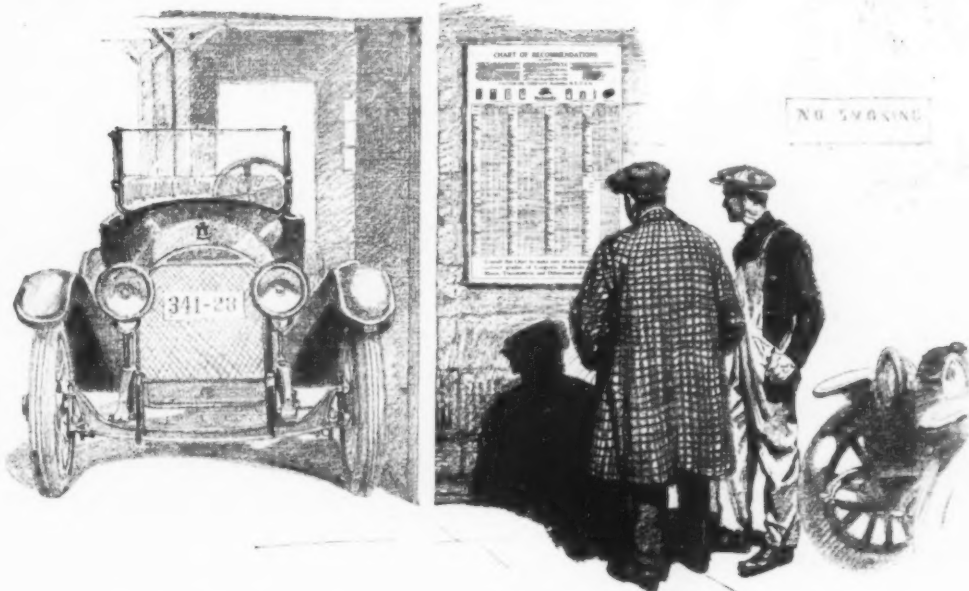
Director General McAdoo knows that heroic measures are needed to lighten the burden that has been placed upon American railroads. Therefore, he is tackling the problem in a big way. The announcement that the Government would take over coastwise shipping is part of a plan to relieve trunk lines that must be utilized first of all to convey troops and urgently needed supplies between cantonnments in the South and manufacturing points and port terminals in the North. A great deal of heavy freight traffic can be sent down the rivers that empty into the Gulf of Mexico and the Atlantic Ocean and transferred by boat to North Atlantic ports. Transfers of supplies from coastwise steamers to trans-Atlantic liners, by a system of lighterage, would greatly relieve terminal port congestion. In addition to river boats and coast steamers, the Government plans to develop tremendously the use of inland canals. Arrangements are now being perfected to take over and double the tonnage on the old Chesapeake and Ohio Canal, which can be used to convey a great amount of the coal required by the Federal Government and the city of Washington. The operation of the Erie and New York State Barge Canal has been taken over by the Railroad Administration and barges will be constructed to relieve freight traffic. Other canals will be put to work on new speed schedules. These are but a few of the first-aid measures which the head of the Government-controlled railway industry will employ while waiting for the slower process of building up the depleted equipment of the nation's steel highways.

### Our Sudden Awakening

Germany's latest big offensive against the British army brought quick results in the United States. For the first time, apparently, this country realizes the enormity of the Hun menace and the full responsibility that devolves upon America. The Washington Government has received repeated evidences of a national awakening. The third Liberty Loan campaign was greeted with a rush of small bond buyers and speedy over-subscriptions were the rule from the first day. Threatened labor disturbances have died before the vision of the country's peril. The Food Administration has been deluged with voluntary offers from communities and counties to abstain from wheat until the arrival of the new crop.



# Make this Chart your guide



## Look for it on your dealer's wall

EVERY time you stop for oil you face a question which is vital to the life of your car.

What will the dealer pour into your oil reservoir? Will it be just "oil"—or will it be the correct lubricant for your engine?

The better type of dealer and garage man now realizes that something like 50% of all engine troubles are due to incorrect lubrication.

He realizes, too, that scientific lubrication is a problem for specialists. And since the dealer has neither time nor equipment for studying this intricate subject he draws on the experience of a recognized authority.

That is why the large Chart of Recommendations, issued by the Vacuum Oil Company, is now fastened to the walls of thousands of supply shops and garages.

When you ask one of these dealers for "oil," he notes the make of your car—and the year's model. He runs his finger down the Chart (shown above in miniature) until he finds your car's make and model. Then he supplies you with the grade of Gargoyle Mobiloils specified for your car by the Chart.

This oil will effectually seal your piston rings against power-waste, gasoline-waste and oil-waste.

THE Vacuum Oil Company for 50 years have specialized in scientific lubrication. Today their world-wide leadership in lubrication matters is unquestioned in scientific circles. For years their Chart of Recommendations has been recognized as the scientific guide to correct automobile lubrication.

In keeping this Chart up to date, each new model of every automobile is carefully analyzed. This work involves lengthy and painstaking engineering study by the Vacuum Oil Company's Board of Engineers. The recommendations of this Chart are proven correct by repeated practical tests.

But nothing has given dealers such faith in this Chart as their experience with the oils themselves. For no one knows better than the dealer how difficult it is to secure efficient lubrication and how much efficient lubrication means.



# Mobiloils

A grade for each type of motor

In buying Gargoyle Mobiloils from your dealer, it is safest to purchase in original packages. Look for the red Gargoyle on the container. If the dealer has not the grade specified for your car, he can easily secure it for you.

VACUUM OIL COMPANY, New York, N. Y., U. S. A.

Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world

Domestic Branches: Detroit, Boston, Kansas City, Kan., New York, Chicago, Philadelphia, Indianapolis, Minneapolis, Pittsburgh, Des Moines

### Correct

### Automobile Lubrication

Explanation:—The four grades of Gargoyle Mobiloils, for engine lubrication, purified to remove free carbon, are:

Gargoyle Mobiloil "A"  
Gargoyle Mobiloil "B"  
Gargoyle Mobiloil "C"  
Gargoyle Mobiloil "Arctic"

In the Chart below, the letter opposite the car indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means Gargoyle Mobiloil "A," "Arc" means Gargoyle Mobiloil "Arctic," etc. The recommendations cover all models of both pleasure and commercial vehicles unless otherwise noted.

This Chart is compiled by the Vacuum Oil Company's Board of Engineers and represents our professional advice on Correct Automobile Lubrication.

AUTOMOBILES	1918	1917	1916	1915	1914
Albion	Arc	Arc	Arc	Arc	Arc
Albion-Detroit	Arc	Arc	Arc	Arc	Arc
Alton	A	A	A	A	A
Apperson	A	A	A	A	A
Asbury (4 cyl)	A	A	A	A	A
Asbury (6 cyl)	A	A	A	A	A
Asbury (8 cyl)	A	A	A	A	A
Asbury (10 cyl)	A	A	A	A	A
Asbury (12 cyl)	A	A	A	A	A
Asbury (14 cyl)	A	A	A	A	A
Asbury (16 cyl)	A	A	A	A	A
Asbury (18 cyl)	A	A	A	A	A
Asbury (20 cyl)	A	A	A	A	A
Asbury (22 cyl)	A	A	A	A	A
Asbury (24 cyl)	A	A	A	A	A
Asbury (26 cyl)	A	A	A	A	A
Asbury (28 cyl)	A	A	A	A	A
Asbury (30 cyl)	A	A	A	A	A
Asbury (32 cyl)	A	A	A	A	A
Asbury (34 cyl)	A	A	A	A	A
Asbury (36 cyl)	A	A	A	A	A
Asbury (38 cyl)	A	A	A	A	A
Asbury (40 cyl)	A	A	A	A	A
Asbury (42 cyl)	A	A	A	A	A
Asbury (44 cyl)	A	A	A	A	A
Asbury (46 cyl)	A	A	A	A	A
Asbury (48 cyl)	A	A	A	A	A
Asbury (50 cyl)	A	A	A	A	A
Asbury (52 cyl)	A	A	A	A	A
Asbury (54 cyl)	A	A	A	A	A
Asbury (56 cyl)	A	A	A	A	A
Asbury (58 cyl)	A	A	A	A	A
Asbury (60 cyl)	A	A	A	A	A
Asbury (62 cyl)	A	A	A	A	A
Asbury (64 cyl)	A	A	A	A	A
Asbury (66 cyl)	A	A	A	A	A
Asbury (68 cyl)	A	A	A	A	A
Asbury (70 cyl)	A	A	A	A	A
Asbury (72 cyl)	A	A	A	A	A
Asbury (74 cyl)	A	A	A	A	A
Asbury (76 cyl)	A	A	A	A	A
Asbury (78 cyl)	A	A	A	A	A
Asbury (80 cyl)	A	A	A	A	A
Asbury (82 cyl)	A	A	A	A	A
Asbury (84 cyl)	A	A	A	A	A
Asbury (86 cyl)	A	A	A	A	A
Asbury (88 cyl)	A	A	A	A	A
Asbury (90 cyl)	A	A	A	A	A
Asbury (92 cyl)	A	A	A	A	A
Asbury (94 cyl)	A	A	A	A	A
Asbury (96 cyl)	A	A	A	A	A
Asbury (98 cyl)	A	A	A	A	A
Asbury (100 cyl)	A	A	A	A	A
Asbury (102 cyl)	A	A	A	A	A
Asbury (104 cyl)	A	A	A	A	A
Asbury (106 cyl)	A	A	A	A	A
Asbury (108 cyl)	A	A	A	A	A
Asbury (110 cyl)	A	A	A	A	A
Asbury (112 cyl)	A	A	A	A	A
Asbury (114 cyl)	A	A	A	A	A
Asbury (116 cyl)	A	A	A	A	A
Asbury (118 cyl)	A	A	A	A	A
Asbury (120 cyl)	A	A	A	A	A
Asbury (122 cyl)	A	A	A	A	A
Asbury (124 cyl)	A	A	A	A	A
Asbury (126 cyl)	A	A	A	A	A
Asbury (128 cyl)	A	A	A	A	A
Asbury (130 cyl)	A	A	A	A	A
Asbury (132 cyl)	A	A	A	A	A
Asbury (134 cyl)	A	A	A	A	A
Asbury (136 cyl)	A	A	A	A	A
Asbury (138 cyl)	A	A	A	A	A
Asbury (140 cyl)	A	A	A	A	A
Asbury (142 cyl)	A	A	A	A	A
Asbury (144 cyl)	A	A	A	A	A
Asbury (146 cyl)	A	A	A	A	A
Asbury (148 cyl)	A	A	A	A	A
Asbury (150 cyl)	A	A	A	A	A
Asbury (152 cyl)	A	A	A	A	A
Asbury (154 cyl)	A	A	A	A	A
Asbury (156 cyl)	A	A	A	A	A
Asbury (158 cyl)	A	A	A	A	A
Asbury (160 cyl)	A	A	A	A	A
Asbury (162 cyl)	A	A	A	A	A
Asbury (164 cyl)	A	A	A	A	A
Asbury (166 cyl)	A	A	A	A	A
Asbury (168 cyl)	A	A	A	A	A
Asbury (170 cyl)	A	A	A	A	A
Asbury (172 cyl)	A	A	A	A	A
Asbury (174 cyl)	A	A	A	A	A
Asbury (176 cyl)	A	A	A	A	A
Asbury (178 cyl)	A	A	A	A	A
Asbury (180 cyl)	A	A	A	A	A
Asbury (182 cyl)	A	A	A	A	A
Asbury (184 cyl)	A	A	A	A	A
Asbury (186 cyl)	A	A	A	A	A
Asbury (188 cyl)	A	A	A	A	A
Asbury (190 cyl)	A	A	A	A	A
Asbury (192 cyl)	A	A	A	A	A
Asbury (194 cyl)	A	A	A	A	A
Asbury (196 cyl)	A	A	A	A	A
Asbury (198 cyl)	A	A	A	A	A
Asbury (200 cyl)	A	A	A	A	A
Asbury (202 cyl)	A	A	A	A	A
Asbury (204 cyl)	A	A	A	A	A
Asbury (206 cyl)	A	A	A	A	A
Asbury (208 cyl)	A	A	A	A	A
Asbury (210 cyl)	A	A	A	A	A
Asbury (212 cyl)	A	A	A	A	A
Asbury (214 cyl)	A	A	A	A	A
Asbury (216 cyl)	A	A	A	A	A
Asbury (218 cyl)	A	A	A	A	A
Asbury (220 cyl)	A	A	A	A	A
Asbury (222 cyl)	A	A	A	A	A
Asbury (224 cyl)	A	A	A	A	A
Asbury (226 cyl)	A	A	A	A	A
Asbury (228 cyl)	A	A	A	A	A
Asbury (230 cyl)	A	A	A	A	A
Asbury (232 cyl)	A	A	A	A	A
Asbury (234 cyl)	A	A	A	A	A
Asbury (236 cyl)	A	A	A	A	A
Asbury (238 cyl)	A	A	A	A	A
Asbury (240 cyl)	A	A	A	A	A
Asbury (242 cyl)	A	A	A	A	A
Asbury (244 cyl)	A	A	A	A	A
Asbury (246 cyl)	A	A	A	A	A
Asbury (248 cyl)	A	A	A	A	A
Asbury (250 cyl)	A	A	A	A	A
Asbury (252 cyl)	A	A	A	A	A
Asbury (254 cyl)	A	A	A	A	A
Asbury (256 cyl)	A	A	A	A	A
Asbury (258 cyl)	A	A	A	A	A
Asbury (260 cyl)	A	A	A	A	A
Asbury (262 cyl)	A	A	A	A	A
Asbury (264 cyl)	A	A	A	A	A
Asbury (266 cyl)	A	A	A	A	A
Asbury (268 cyl)	A	A	A	A	A
Asbury (270 cyl)	A	A	A	A	A
Asbury (272 cyl)	A	A	A	A	A
Asbury (274 cyl)	A	A	A	A	A
Asbury (276 cyl)	A	A	A	A	A
Asbury (278 cyl)	A	A	A	A	A
Asbury (280 cyl)	A	A	A	A	A
Asbury (282 cyl)	A	A	A	A	A
Asbury (284 cyl)	A	A	A	A	A
Asbury (286 cyl)	A	A	A	A	A
Asbury (288 cyl)	A	A	A	A	A
Asbury (290 cyl)	A	A	A	A	A
Asbury (292 cyl)	A	A	A	A	A
Asbury (294 cyl)	A	A	A	A	A
Asbury (296 cyl)	A	A	A	A	A
Asbury (298 cyl)	A	A	A	A	A
Asbury (300 cyl)	A	A	A	A	A
Asbury (302 cyl)	A	A	A	A	A
Asbury (304 cyl)	A	A	A	A	A
Asbury (306 cyl)	A	A	A	A	A
Asbury (308 cyl)	A	A	A	A	A
Asbury (310 cyl)	A	A	A	A	A
Asbury (312 cyl)	A	A	A	A	A
Asbury (314 cyl)	A	A	A	A	A
Asbury (316 cyl)	A	A	A	A	A
Asbury (318 cyl)	A	A	A	A	A
Asbury (320 cyl)	A	A	A	A	A
Asbury (322 cyl)	A	A	A	A	A
Asbury (324 cyl)	A	A	A	A	A
Asbury (326 cyl)	A	A	A	A	A
Asbury (328 cyl)	A	A	A	A	A
Asbury (330 cyl)	A	A	A	A	A
Asbury (332 cyl)	A	A	A	A	A
Asbury (334 cyl)	A	A	A	A	A
Asbury (336 cyl)	A	A	A	A	A
Asbury (338 cyl)	A	A	A	A	A
Asbury (340 cyl)	A	A	A	A	A
Asbury (342 cyl)	A	A	A	A	A
Asbury (344 cyl)	A	A	A	A	A
Asbury (346 cyl)	A	A	A	A	A
Asbury (348 cyl)	A	A	A	A	A
Asbury (350 cyl)	A	A	A	A	A
Asbury (352 cyl)	A	A	A	A	A
Asbury (354 cyl)	A	A	A	A	A
Asbury (356 cyl)	A	A	A	A	A
Asbury (358 cyl)	A	A	A	A	A
Asbury (360 cyl)	A	A	A	A	A
Asbury (362 cyl)	A	A	A	A	A
Asbury (364 cyl)	A	A	A	A	A
Asbury (366 cyl)	A	A	A	A	A
Asbury (368 cyl)	A	A	A	A	A
Asbury (370 cyl)	A	A	A	A	A
Asbury (372 cyl)	A	A	A	A	A
Asbury (374 cyl)	A	A	A	A	A
Asbury (376 cyl)	A	A	A	A	A
Asbury (378 cyl)	A	A	A	A	A
Asbury (380 cyl)	A	A	A	A	A
Asbury (382 cyl)	A	A	A	A	A
Asbury (384 cyl)	A	A	A	A	A
Asbury (386 cyl)	A	A	A	A	A
Asbury (388 cyl)	A	A	A	A	A
Asbury (390 cyl)	A	A	A	A	A
Asbury (392 cyl)	A	A	A	A	A
Asbury (394 cyl)	A	A	A	A	A
Asbury (396 cyl)	A	A	A	A	A
Asbury (398 cyl)	A	A	A	A	A
Asbury (400 cyl)	A	A	A	A	A
Asbury (402 cyl)	A	A	A	A	A
Asbury (404 cyl)	A	A	A	A	A
Asbury (406 cyl)	A	A	A	A	A
Asbury (408 cyl)	A	A	A	A	A
Asbury (410 cyl)	A	A	A	A	A
Asbury (412 cyl)	A	A	A	A	A
Asbury (414 cyl)	A	A	A	A	A
Asbury (416 cyl)	A	A	A	A	A
Asbury (418 cyl)	A	A	A	A	A
Asbury (420 cyl)	A	A	A	A	A
Asbury (422 cyl)	A	A	A	A	A
Asbury (424 cyl)	A	A	A	A	A
Asbury (426 cyl)	A	A	A	A	A
Asbury (428 cyl)	A	A	A	A	A
Asbury (430 cyl)	A	A	A	A	A
Asbury (432 cyl)	A	A	A	A	A
Asbury (434 cyl)	A	A	A	A	A
Asbury (436 cyl)	A	A	A	A	A
Asbury (438 cyl)	A	A	A	A	A
Asbury (440 cyl)	A	A	A	A	A
Asbury (442 cyl)	A	A	A	A	A
Asbury (444 cyl)	A	A	A	A	A
Asbury (446 cyl)	A	A	A	A	A
Asbury (448 cyl)	A	A	A	A	A
Asbury (450 cyl)	A	A	A	A	A
Asbury (452 cyl)	A	A	A	A	A
Asbury (454 cyl)	A	A	A	A	A
Asbury (456 cyl)	A	A	A	A	A
Asbury (458 cyl)	A	A	A	A	A
Asbury (460 cyl)	A	A	A	A	A
Asbury (462 cyl)	A	A	A	A	A
Asbury (464 cyl)	A	A	A	A	A
Asbury (466 cyl)	A	A	A	A	A
Asbury (468 cyl)	A	A	A	A	A
Asbury (470 cyl)	A	A	A	A	A
Asbury (472 cyl)	A	A	A	A	A
Asbury (474 cyl)	A	A	A	A	A
Asbury (476 cyl)	A	A	A	A	A
Asbury (478 cyl)	A	A	A	A	A
Asbury (480 cyl)	A	A	A	A	A
Asbury (482 cyl)	A	A	A	A	A
Asbury (484 cyl)	A	A	A	A	A
Asbury (486 cyl)	A	A	A	A	A
Asbury (488 cyl)	A	A	A	A	A
Asbury (490 cyl)	A	A	A	A	A
Asbury (492 cyl)	A	A	A	A	A
Asbury (494 cyl)	A	A	A	A	A
Asbury (496 cyl)	A	A	A	A	A
Asbury (498 cyl)	A	A	A	A	A
Asbury (500 cyl)	A	A	A	A	A
Asbury (502 cyl)	A	A	A	A	A
Asbury (504 cyl)	A	A	A	A	A
Asbury (506 cyl)	A	A	A	A	A
Asbury (508 cyl)	A	A	A	A	A
Asbury (510 cyl)	A	A	A	A	A
Asbury (512 cyl)	A	A	A	A	A
Asbury (514 cyl)	A	A	A	A	A
Asbury (516 cyl)	A	A	A	A	A
Asbury (518 cyl)	A	A	A	A	A
Asbury (520 cyl)	A	A	A	A	A
Asbury (522 cyl)	A	A	A	A	A
Asbury (524 cyl)	A	A	A	A	A
Asbury (526 cyl)	A	A	A	A	A
Asbury (528 cyl)	A	A	A	A	A
Asbury (530 cyl)	A	A	A	A	A
Asbury (532 cyl)	A	A	A	A	A
Asbury (534 cyl)	A	A	A	A	A
Asbury (536 cyl)	A	A	A	A	A
Asbury (538 cyl)	A	A	A	A	A
Asbury (540 cyl)	A	A	A	A	A
Asbury (542 cyl)	A	A	A	A	A
Asbury (544 cyl)	A	A	A	A	A
Asbury (546 cyl)	A	A	A	A	A
Asbury (548 cyl)	A	A	A	A	A
Asbury (550 cyl)	A	A	A	A	A
Asbury (552 cyl)	A	A	A	A	A
Asbury (554 cyl)	A	A	A	A	A
Asbury (556 cyl)	A	A	A	A	A
Asbury (558 cyl)	A	A	A	A	A
Asbury (560 cyl)	A	A	A	A	A
Asbury (562 cyl)	A	A	A	A	A
Asbury (564 cyl)	A	A	A	A	A
Asbury (566 cyl)	A	A	A	A	A
Asbury (568 cyl)	A	A	A	A	A
Asbury (570 cyl)	A	A	A	A	A
Asbury (572 cyl)	A	A	A	A	A
Asbury (574 cyl)	A	A	A	A	A
Asbury (576 cyl)	A	A	A	A	A
Asbury (578 cyl)	A	A	A	A	A
Asbury (580 cyl)	A	A	A	A	A
Asbury (582 cyl)	A	A	A	A	A
Asbury (584 cyl)	A	A	A	A	A
Asbury (586 cyl)	A	A	A	A	A
Asbury (588 cyl)	A	A	A	A	A
Asbury (590 cyl)	A	A	A	A	A
Asbury (592 cyl)	A	A	A	A	A
Asbury (594 cyl)	A	A	A	A	A
Asbury (596 cyl)	A	A	A	A	A
Asbury (598 cyl)	A	A	A	A	A



## Motor Trucks and Tractors for Farmers

There never was a time when the right motor truck and the right tractor could save and make so much for the farmer.

Consider a few simple points:

(1) There's a profitable market for army and other uses of those horses which, at present prices for feed, literally "eat their heads off."

(2) The upkeep cost in money, and even more important in *man-power*, is all in favor of the right truck, the right tractor, under most conditions.

(3) The motor truck and the tractor go far to make up for the shortage of help on the farm; for one man with the right truck or tractor can do the work of several with old-fashioned horse equipment.

The farmer's present prosperity provides ample purchasing power for the motor-driven equipment he needs; his assurance of bigger returns than ever for his crops guarantee the wisdom of such an investment.

And the vital needs of this nation and its allies really demand that he overlook no opportunity to get maximum production and distribution of his farm products.

Write to H. W. Slauson, M. E., head of Leslie's Motor Truck and Tractor Department, 225 Fifth Avenue, New York City. Tell him frankly what your present equipment and hauling and farming conditions are. Ask him for his frank unbiased advice about the right truck or the right tractor for you under your particular conditions.

There's not the slightest charge or obligation involved in this; it's one of the privileges you're entitled to as a reader of Leslie's.

H. W. SLAUSON, M. E.,  
Leslie's Motor Truck and Tractor Department,  
225 Fifth Ave., New York City

I am interested in the purchase of a tractor for use on a farm of ..... acres, on which ..... and ..... are the principal crops.

I will use this tractor solely for ploughing and the like, as I already own a ..... motor truck, with which I haul my produce to market or the station.

OR,

I do not own a motor truck and desire to use my tractor for hauling an average of ..... tons at a load to market or railroad station, ..... miles distant.

I have not used a tractor previously.

Name .....

Address .....

No. 5 of a series

## Sanguinary Messines Ridge

Continued from page 613

and daily life of a sniper in the trenches. It doesn't sound very thrilling, but it kept every sense on the qui vive. Every little point was watched and spotted by my men, and as the snipers of my area and the scouts, or observers, were combined under my charge, we worked together, the scouts reporting and the snipers acting upon the information.

In the early days of our operations, we spent a great deal of time searching out points in our trenches, or just behind them, that would make good observation posts (always known as O. P.'s) from which we could watch the enemy lines at close quarters with a fair amount of safety, and if possible, locate some point from which we could look directly into the enemy trenches, something that has very rarely been accomplished.

I received an order one day in September, 1915, to use every effort to find an especially good point from which we might be able to watch the enemy in his trenches, directly opposite ours at that part of the line. The trenches in this area were situated in very flat swampy land, a little spot on the famous Ypres salient, and quite naturally any point of vantage for observation was exceedingly difficult to find. All sorts of tricks were resorted to to get even a few feet in height above the surrounding country. Being so flat, it became a veritable swamp when the first cold weather and rains arrived, and dense fogs hung over the line for two or three hours every morning. Such a fog lay over the land on the particular morning that I was ordered to find a new O. P. Trenches, of course, run through all types of territory, through farmhouses, through fields and at times through towns themselves, now, of course, very much demolished.

It was possible at times to find an old ruin, either one that the front lines passed through or just behind the front trenches, to use as an O. P. There was such a ruin about fifty yards back of our front trench, known as Vandenberg Farm, taking its name from its former owners. On this particular foggy morning I was given an opportunity to examine this farm at close quarters. Taking two of my men with me, we climbed out of the front trench, made our way to the farm through the dense fog, tripping over barbed wire here and there and falling into shell holes because of the bad light. Having been an architect before the war, I proceeded to examine the ruin very much as I would an old building at home with the idea of repairing it. It seemed to me that the bulk of the ruin was entirely too big for the amount of material on the site; in other words, I felt that there must still be a room inside, or a cavity of some sort under the pile that was quite intact, so I sent one of my men back for a pick and crowbar to dig our way inside. We went to the side of the ruins facing our own lines to avoid observation by the enemy. The fog had lifted just after we reached the ruin, and we were compelled to remain there all day without food or water.

One of the interesting things that we noticed at the ruin was the effect of rifle-fire on the sections of brick walls still standing and facing the enemy trenches.

The thousands of bullets that had been fired at that particular spot since the first day of the war had almost cut through the 16-inch brick walls, and the ground was quite covered with ragged pieces of rifle bullets that had been ricocheting from the ruin. When we found two dead cows and a dead pig in the front yard one of my boys with the irrelevancy bred by war remarked that a lot of steaks and pork chops had gone to waste.

We made our way to an old outhouse or lean-to at the back of the ruin and found the first evidence of the former occupants. There was a man in civilian clothes lying upon his face and, of course, very much mutilated. He was lying beside an old wooden baby's cradle of a type much used by the inhabitants in that part of the country, and near his hand lay an old sporting rifle. There was a doorway quite near the body but it was so jammed by wreckage that we could not force an entrance to the main building, and the only thing to do was to chisel a hole through the wall itself. After removing the body



Drawn by Captain Dolphin in the British front line. The Germans are seen at work sinking a mine shaft later destroyed. O. P. No. 3 means "observation post number 3."

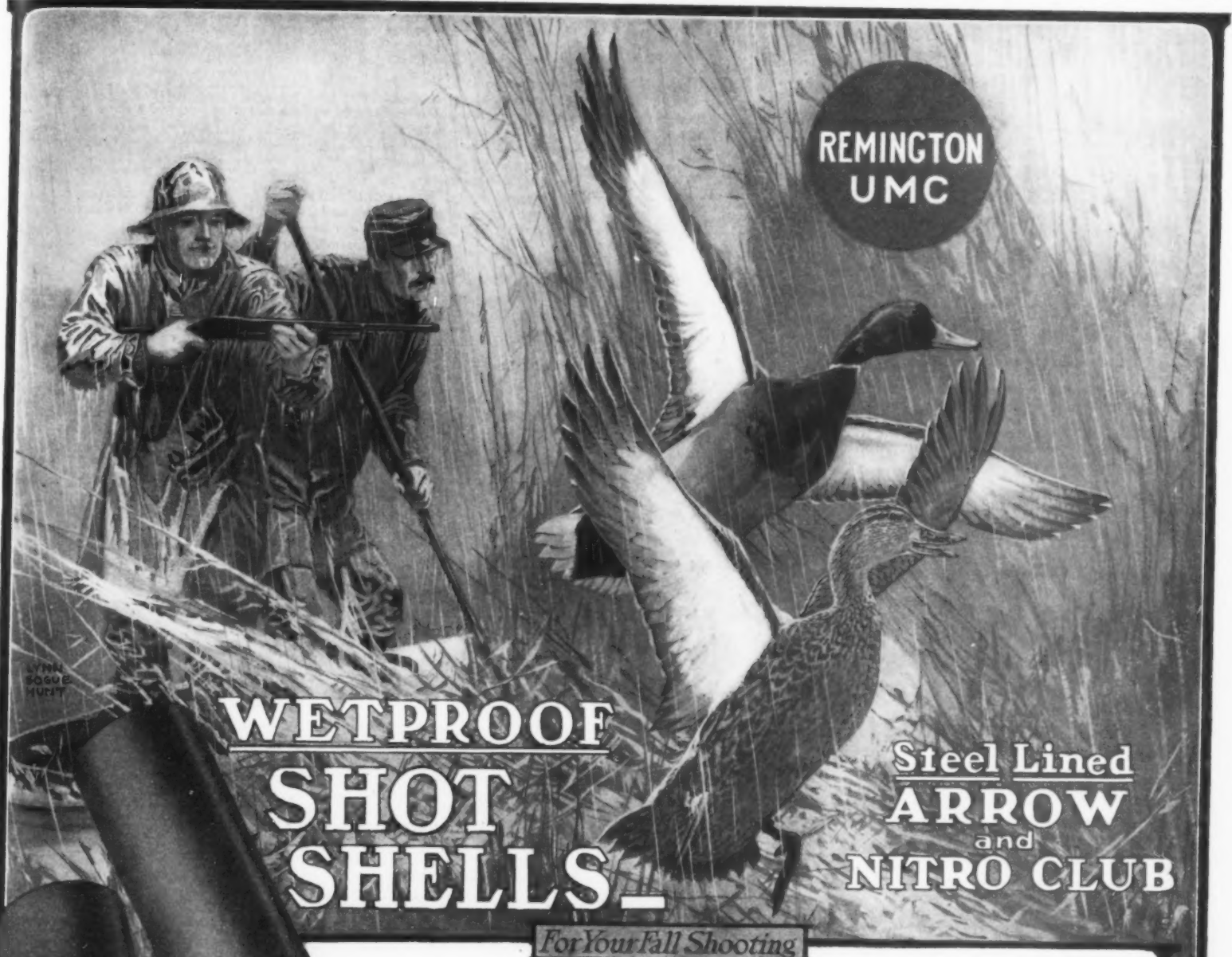
of the unfortunate owner of the farm, we set to work on the hardest 12-inch brick wall it was ever my task to try to remove. I have great respect for the cement the contractors use in Flanders. Before we had actually gotten through the wall, the pick and crowbar were very nearly useless, but after about six hours of slavery with the crowbar we finally succeeded.

Although I have visited Pompeii I have never done any excavating there, but I imagine the research parties have exactly the same impression and feeling of awe when they break into a chamber that has not seen the light of day for hundreds of years that we had when we got our first glimpse of the inside of the room under the pile. In spite of our experience in gruesome trench-warfare, we had very much the feeling of trespassing when we poked our heads through the big hole in the brick wall and tried to make out objects in the dim interior of the room discovered under the wreckage.

We had brought candles with us, and lighting one of these, I stepped through the opening. We found the room exactly as it had been in peaceful times, except that two bodies were lying near the choked-up doorway leading to the outhouse from which we had just made our way. I tried to work out in my mind, the tragedy

Continued on page 626





### The Remington UMC Improvement in Shot Shells Everybody is talking about

THE Wetproof development by Remington UMC is a patented and exclusive process of Waterproofing the shell in crimp and top wad—sealed against wet. It makes the shells exceptionally firm in the crimp—strong and dependable where the average shell is weakest. The Wetproof process is now applied to all Remington UMC smokeless powder shells. Wetproof shells do not cost any more—simply ask for "Arrow" or "Nitro Club" Remington UMC.

WHETHER he ever hunts in the wet countries or not, there is not a sportsman anywhere but is welcoming the Wetproof development by Remington UMC as a solid contribution to shooting progress.

Here is an interesting fact—no Remington UMC development, once announced, has ever had to be recalled or even modified!

The Remington UMC Pump Gun, the Auto-loading

Shotgun, the Steel-lined improvement in "Arrow" and "Nitro Club"—all these were adopted without question by thinking sportsmen everywhere, and their position grows stronger and stronger every season.

It is bound to be so with Wetproof—not a competitive "feature" to influence sales for a time, but a matured and permanent service to every man who uses a shotgun and every merchant who sells Remington UMC.

Wherever you find "Arrow" and "Nitro Club" labels, you find the Wetproof shells—Remington UMC. Look for them. It is worth while.

THE REMINGTON ARMS  
UNION METALLIC CARTRIDGE CO., INC.

Largest Manufacturers of Firearms  
and Ammunition in the World

WOOLWORTH BUILDING, NEW YORK  
REMINGTON UMC, LTD., OF CANADA, WINDSOR, ONTARIO



## POWDER IN SHOES AS WELL AS GUNS

**Foot-Ease to be Added to Equipment of Hospital Corps at Fort Wayne.**

Under the above heading the Detroit Free Press, among other things says: "The theory is that soldiers whose feet are in good condition can walk further and faster than soldiers who have corns and bunions incised in rawhide."

The Plattsburg Camp Manual advises men in training to shake Foot-Ease in their shoes each morning.

One war relief committee reports, of all the things sent out in their Comfort Bags or "Kits," Allen's Foot-Ease received the most praise from the soldiers and men of the navy. It is used by American, French and British troops, because it takes the friction from the shoe and freshens the feet. There is no foot comforter equal to Allen's Foot-Ease, the antiseptic, healing powder to be shaken into the shoes and sprinkled in the foot-bath, the standard remedy for over 25 years for hot, tired, aching, perspiring, smarting, swollen, tender feet, corns, bunions, blisters or callouses.

Why not order a dozen or more 25c. boxes to-day from your Druggist or Dep't store to mail to your friends in training camps and in the army and navy.

## DIAMONDS WATCHES ON CREDIT

### The Most Popular Solitaire Diamond Ring

Each Diamond is specially selected by our diamond experts, and skillfully mounted in our famous Loftis "Perfection" 14-karat solid gold 6-prong ring, possessing every line of delicate grace and beauty.

**\$5** Down, \$20 a Month, buys a \$25 Ring.  
**\$10** Down, \$5 a Month, buys a \$50 Ring.

**\$15** Down, \$7.50 a Month, buys a \$75 Ring.  
**\$20** Down, \$10 a Month, buys a \$100 Ring.

**Send For Free Catalog** There are over 3000 illustrations of Diamonds, Watches, Jewelry, etc. Whatever you select will be sent, all shipping charges prepaid. **YOU SEE AND EXAMINE THE ARTICLE RIGHT IN YOUR OWN HANDS.** If satisfied, pay one-fifth of purchase price and keep it; balance divided into eight equal amounts, payable monthly.

**LOFTIS** The National Credit Jewelers  
Dept. N875 108 N. State Street  
CHICAGO, ILL.  
BROS. & CO. 1913 STORES IN LEADING CITIES

## SAVE 25% to 60% on slightly used GRAFLEX-KODAKS

Cameras and Lenses of every description. Equal to new. Save money. Write now for **Free Bargain Book and Catalog** listing hundreds of money-saving bargains in slightly used and new cameras and supplies. All **new** goods sold on 10 days' Free Trial. Money back if not satisfied. You take no chance dealing with us. We have been in the photographic business over 15 yrs. Write now.

CENTRAL CAMERA CO., Dept. 345 124 S. Wabash Av. Chicago



## "I Got the Job!"

"I'm to be Manager of my Department starting Monday. The boss said he had been watching all the men. When he found I had been studying at home with the International Correspondence Schools he knew I had the right stuff in me—that I was bound to make good."

Spare-time study with the I. C. S. is winning promotions for thousands of men and bringing happiness to thousands of homes all over the world. In offices, shops, stores, mines, mills and on railroads, I. C. S. trained men are stepping up to big jobs, over the heads of older men, past those whose only qualification is long service. The first step these men took was to mark and mail this coupon. Make your start the same way—and make it right now.

**INTERNATIONAL CORRESPONDENCE SCHOOLS**  
Box 4198, Scranton, Pa.

Explain fully about your Course in the subject marked X:  
☐ Electrical Engineering ☐ Mechanical Engineering ☐ Mechanical Drafting ☐ Civil Engineering ☐ Stationary Engineering ☐ Mining Engineering ☐ ARCHITECTURE ☐ Architectural Drafting

☐ INVESTING ☐ SALESMANSHIP ☐ COMMERCIAL LAW ☐ BOOKKEEPING ☐ French ☐ German ☐ Italian ☐ SPANISH ☐ ILLUSTRATING ☐ FARMING ☐ POULTRY ☐ WRITING ☐ AUTOMOBILES

Name \_\_\_\_\_  
Ad. res. \_\_\_\_\_

## Sanguinary Messines Ridge

Continued from page 624

that had taken place when the rush of war had engulfed this peaceful little home. Evidently the Germans, on their retreat from the Marne and the subsequent out-flanking movement by both armies, had gone through this particular part of the country and had established themselves on the ridge two or three hundred yards away. The man we found outside no doubt had tried to hold on to his home as long as possible, but evidently had lost his life defending all he held dear. During his defense a shell must have struck the building, bringing it down in ruin, killing him and blocking up the only exit from the room where we found the two bodies, both those of women.

As most of the farmhouses in Flanders have brick floors, the houses naturally make very fine strongholds or forts, and although not entirely impervious to heavy shell fire, most of the time they withstand bombs and rifle bullets. The upper floor of the ruined house we were exploring was built of arched brick between steel or cast-iron beams and this was supporting the wreckage above. Rats ran about the room, squeaking their disapproval of our intrusion. We spent the rest of the day examining household objects in the room, after having buried the three unfortunates under the floor of the outhouse.

Under cover of darkness we got back to our lines to report and the following day we returned with hammer, nails, saw and all the necessary implements for cutting through the ceiling above, and after constructing a ladder we attacked the ceiling. This became a very difficult feat as we had to be very careful not to displace some of the more important parts of the construction above and bring the whole ruin cracking down about our ears, for this would have invited a concentrated artillery fire from the German batteries. We had to handle picks and crowbars very quietly on the brick work, otherwise the enemy would hear the clinking of steel and would pepper us. After much back-breaking work we cut a hole through the ceiling and found that most of the wreckage above consisted of bricks and on top of them some straw that had evidently been in the attic.

There were plenty of remarks handed about as the boys lay on their backs chipping away at the ceiling. Private Houle, a French-Canadian, between grunts blurted out, "I think, Sergeant, dat one of dese fellers wat go about de coteefee for to sell goods would be good man for dis job."

"Why?" I asked him.  
"Well, you know," he replied, "when he's ride about da coteefee in dose wat you call heem—Pullman car? Well he's get lots of practice for lie on hee's back. When he's want for tak' off hee's cios' he haf' to stan' on da back of hee's neck and on de back of hee's heel—and peel heemself jus' like a banan'! So I tink dat is good practice for dis job."

After removing the bricks very carefully in a sort of funnel up to the straw, I found that by pushing my head up very slowly through the straw itself, I could look diagonally across No Man's Land at the enemy trenches about two hundred yards away. I found that I could see into one corner of their forward trench and although the distance was too great for the naked eye to distinguish much, I could see three or four Boches carrying on some sort of work. I made out a report to headquarters, requisitioning a telescope, cement, steel beams and a few hundred sandbags, and requesting that a working party of twenty-five or thirty men be detailed to me for the night, as I intended to rush the building of a steel and concrete cupola inside the room to protrude up into the straw.

Of course we had to be careful to put the straw back again over the concrete and steel loophole as nearly as possible as it

was before, otherwise the enemy would soon detect the change, as both sides were continually photographing each other's lines.

After our O. P. was completed I erected the telescope and took a look at the Boches, working in their trenches. The first impression was uncanny, because with the telescope it seemed almost as if I could touch them. Being only about two hundred yards away, the telescope brought them up close enough for me to read the regimental numbers on their shoulder straps.

As every important point in the trenches is connected by telephone, I had had one installed in the O. P. I lost no time in telephoning to headquarters that we had discovered a place where Fritz could be watched in all his antics. That O. P. served us five months, until one day a Boche shell shattered the cupola, vacant at the time. Two men were always on duty, day and night, and the range finders were our most valued aids. By these delicate and intricate instruments we locate the flash of machine guns in the enemy trenches. If any such flashes are registered on two or three successive nights as coming from one exact place, it means that the enemy is firing from an established strongpoint or machine-gun emplacement, and the following day that place receives a baptism of fire from the Allied artillery. A flash from the enemy's guns, although possibly miles away, can be located with our rangefinder, and if repeated too often, the location of the enemy's battery is established.

One day the man on duty above called attention to the fact that our enemies were carrying through their front trench long black pipes about fifteen feet in length. Taking the man's place I made a thorough examination of the actions of the men and for some time was very much puzzled as to what they were doing with such things in the front line. Suddenly two of the Boches drove a pipe down perpendicularly in the trench, and like a flash I realized what they were doing. They were digging a mine shaft and the pipes were to pump water from the lower level. I got my commanding officer on the telephone and explained what was happening. He at once sent the mining officer of our area to the O. P. I made a sketch of the trench showing the enemy handling the pipes. This was sent by runner to Brigade Headquarters.

After watching the enemy at his work we decided that there could be no question of what he was doing and we would have to immediately take counter measures. As most of that part of the front had already been mined by ourselves, although not blown up, a special listening apparatus was placed in our mine galleries directly opposite the supposed mine shaft in the enemy trench. Sure enough the enemy could be heard digging not far away. As their mining operations had not progressed very far, it was not necessary for us to blow a counter mine against them, and the best way to put a stop to their devilishness would be to blow them to pieces with artillery fire. So, after all necessary arrangements had quickly been made, I was detailed to do the observing for the artillery fire. Then I proceeded to make a sketch, shown on the previous page, as accurate as possible of the whole area, for use by the artillery in the coming "strafe." At the same time I evolved a system of sketches so that when I reported the striking of a shell upon the enemy trenches, I could quickly report exactly where the shell landed by quoting a letter and a number right off my sketch, and, of course, as these corresponded to the letters and numbers upon duplicate sketches at the guns, the gunners instantly knew where their shells landed.

To be concluded in May 11th issue.

## Special Opportunities

### PATENT ATTORNEYS

**Patents Promptly Procured.** Send Sketch or Model for Actual Search. 1918 Edition, 90 Page Patent Book Free. My patent sales service gets full value for my clients. It should never require more than 2 days to report upon the patentability of your invention: nor longer than 10 days to prepare your case for filing. Longer delay amounts to gross neglect. For prompt personal service, write George P. Kimmel, Patent Lawyer, 40-11 Oriental Building, Washington, D. C.

**Patent Your Ideas, Books, "How to Obtain a Patent," and "What to Invent,"** sent free. Send rough sketch for free report regarding patentability. Manufacturers constantly writing us for patents. Patents advertised for sale free. Established 20 years. Address Chandlee & Chandlee, Patent Attorneys, 555 7th St., Washington, D. C.

**Your Idea Wanted. Patent Your Invention.** I'll help you market it. Send for 4 free books, list of patent buyers, hundreds of ideas wanted, etc. Advice free. Patents advertised free. Richard B. Owen, Patent Lawyer, 14 Owen Bldg., Washington, D. C., or 22761 Woolworth Bldg., New York.

**Wanted Ideas—Write for List of Inventions** wanted by manufacturers, and prices offered for inventions and list of Patent Buyers. Our four books sent free upon request. Victor J. Evans & Co., Patent Attys., 813 Ninth, Washington, D. C.

**Wanted an Idea! Think of Some** simple thing to patent. Protect your ideas, they may bring you wealth. Write for "Needed Inventions," Randolph & Co., Dept. 789, Washington, D. C.

**Patent Sense—"The book the Inventor Keeps."** Worth more than all other patent books combined. Sent free. Write Lacey & Lacey, 150 Springer Bldg., Washington, D. C. Est. 1869.

**Patent Your Ideas. Manufacturers are** quickly buying patents obtained through us. Write for free book of 307 needed inventions. D. Swift & Co., 351 7th St., Washington, D. C.

### AGENTS WANTED

**Foremen, Shopmen and Office-men** wanted to work spare time as special representative of large well-known mail-order houses, selling Watches, Diamonds and Jewelry on Credit. Liberal commissions and exclusive sales rights granted. No investment or deposit required for order or samples. Write at once for details, Address S. D. Miller, Dept. 55, Agency Div., Miller Bldg., Detroit, Mich.

**Agents: New High Class Phonograph.** Easy to carry. Built right into a carrying case. Wonderful tone—low price. Easy seller. Plays all records. Write for demonstrating sample. Orchestral Co., 1140 North St., Dayton, Ohio.

**Don't Wash Your Automobile.** Dri-Kleanit does the job without water. Wonderful demand. Big profits. Details free. Dri-Kleanit Co., Dept. 29, Cincinnati, O.

**Sell Insyde Tyres. Inner Armor for** old or new auto tires. Increase tire mileage. Prevent punctures and blowouts. Liberal profits. American Accessory Co., Dept. 1-1, Cincinnati, O.

**Don't Scrape or Burn Carbon out of** automobile motors. Dissolve it with Carbogen. Tremendous demand. Big sales. Details free. Carbogen Co., Dept. 29, Cincinnati, O.

### HELP WANTED

**Men—Women Wanted for Government** war positions. Thousands needed immediately. Good salaries; permanent employment; liberal vacations; other advantages. We prepare you and you secure a position or we refund your money. Ask for booklet "Q1," free to citizens. Washington Civil Service School, 2018 Marden Bldg., Wash., D. C.

**Government Positions Pay Big Money** Get prepared for "exams" by former U. S. Civil Service Secretary-Examiner. Write today for free booklet 99. Arthur R. Patterson, Rochester, N. Y.

**U. S. Government Wants Men—Women** 18 or over, \$100 month and advancement. Thousands war positions open. Write for free list. Franklin Institute, Dept. 0127, Rochester, N. Y.

### SALESMEN WANTED

**Salesmen—City or Traveling.** Experienced or inexperienced. Send for our valuable free book "A Knight of the Grip." List of openings and full particulars. Fit yourself to earn the big salaries \$2,500 to \$10,000 a year. Prepare in Spare Time to make a success like thousands of our members have done. Our course combines careful training with practical experience. Immediate and unlimited Employment Service rendered members. Address nearest office, Dept. 132, Nat'l. Salesmen's Tr. Ass'n., Chicago—San Francisco—New York.

**Salesmen: Get Our Plan for Monogramming** Autos, traveling bags, sporting goods, etc., by a simple and neat transfer method. Very large profits. Motorists' Accessories Co., Mansfield, O.

### FARM LANDS

**Land! Land! Clover, Potatoes, Rye,** beans, wheat, oats, alfalfa, fruit, big money makers on our hardwood lands. Buy while this land is cheap and its products high. 10, 20, 40 to 80 acres \$15 to \$30 per acre. Small amount down, little each month and soon you will be a farmer on a farm of your own. Good markets, schools, churches, Michigan's best Counties. Kalkaska, Antrim, 10,000 acres to choose from. Write for big free book. Swigart Land Co., 21245 First Nat'l Bank Bldg., Chicago, Ill.

### SONG WRITERS

**Who will write the Song Hit of the War?** If you have an idea suitable for such a song, write for Free Booklet "Songwriter's Manual & Guide." We revise poems, compose music, secure copyright and facilitate free publication or sale. Poems solicited, examined free. Knickerbocker Studios, 116 Gentry Bldg., N. Y. C.

**Write the Words for a Song.** We Write music and assist in securing publisher's acceptance. Submit poems on war, subjects or any theme. Chatter Music Co., 538 So. Dearborn St., Suite 204 Chicago.

Continued on page 634



## German Background of the Drive

By CHARLTON BATES STRAYER

FIGHTING for a "strong" peace, Germany's leaders know they may have to be satisfied with a "soft" peace. On the western front Germany inaugurated the most stupendous military operation of history to secure the "strong" peace of which she has talked so much since the elimination of Russia as a belligerent and the appropriation of vast portions of Russia's territory. The German people were prepared for unparalleled sacrifices in this drive by the promise of complete victory and a peace involving annexations and indemnities. But the thorough and systematic German mind is not satisfied unless it provides in advance for more than one possible outcome of its plans. The General Staff could not be positive that the German Army would break through the British lines so something had to be done to prepare the mind of the German people for a softer peace should the drive not meet with entire success. Arthur S. Draper, London correspondent of the New York Tribune, finds in this the explanation of the Lichnowsky disclosures and the Czernin-Clemenceau exchange.

Why should the memorandum of Prince Lichnowsky, German Ambassador at London when the war began, have been published just a few days before the western offensive was launched? Germany, at first, put the blame of the war upon Russia, but it was not long after Britain's entrance before England was accused of being the originator of the war. "Gott strafe England" became Germany's most important war slogan. Hymns of hate were sung of England as the source of all the troubles of Germany. The popular German hate of England is the most bitter in the annals of history. The only peace to be made with such a hated rival would have to follow a knock-out blow. Then came the Lichnowsky disclosures, affirming that England, instead of desiring or causing the war, did everything possible to prevent it. On the eve of military successes the German public would stand such a revelation without a strong internal reaction, while at the same time it would produce such a revision of German public opinion toward England as to make a "soft" peace acceptable.

The same interpretation may be made of the Czernin-Clemenceau interchange. Czernin's predicament, following the publication of Emperor Charles's letter acknowledging the justice of France's claim to Alsace-Lorraine, says Mr. Draper, is "another case of camouflage." It would be absurd to say that Berlin inspired the Austrian Emperor's letter, but it is also absurd to say that Czernin or Berlin did not know of its existence before the French Government published it. The net result of these two disclosures is a decided revision of public opinion in Germany and Austria toward England and France, a condition Germany wanted to have ready should the peace offensive not follow a completely successful drive. Czernin resigned, but not in disgrace, and is now in command of an Austrian brigade on the Italian front. Baron Stephen Burian, Minister of Finance, has been appointed Foreign Minister to succeed Count Czernin. Baron Burian served as Foreign Minister in 1914-16.

The education of public opinion in Germany comes as directly under the German Government as do military operations. The press prints what it is told to print. Disclosures are made only for definite reasons. Guarded comments in the German press make acknowledgment that the drive has not kept up to its program. So long as the British navy rules the sea Germany cannot win the war. The enemy exhibits a continued driving power that is amazing, and a disregard of human sacrifice never equaled in all the history of war.

In the appointment of a generalissimo the Allied forces have achieved the equivalent of a victory on the field, while in General Foch they have the world's supreme strategist in open fighting, and the Allied world can trust to him to make at exactly the right moment the counter-offensive that will more than rob the Germans of their undoubted gains.

### Germany Desperate

THE past two years there has been a lot of rosy talk, from the Allied viewpoint, concerning desperate internal conditions in Germany and Austria. Had even the greater part of this been true, the Central Powers would long since have gone down to defeat. In the great western offensive Germany has used forces whose magnitude and driving power have been marvelous, but it is undoubtedly true that Germany's desperation forced her to make this costly offensive. She could not afford to sit tight in trenches for another two years. It is said that Socialist and Militarist leaders conferred before the drive began, and the Radicals decided to interpose no objection to the offensive so long as the casualties did not exceed 1,500,000. This is an undreamed-of wastage of human life, and could only have been consented to by the peace element in Germany as a last resort.

W. C. Dreher, for years and until the break between the United States and Germany Associated Press correspondent at Berlin, specializing in financial, economic and political subjects, writing in the New York Tribune, finds in the desperate condition of Germany's finances the most significant explanation of the present drive. "The end of her financial resources is in sight," says he, "and the fatal day cannot be long postponed." The cords are tightening around Germany. The taking over of the Dutch ships, our seizure of all industries in this country in which German money is invested, the organization of the neutral world against her, the realization that she is looked upon by the rest of the world as morally outcast, the fear that she will be shut out from many essential raw products when the war is over and will have neither the gold nor the credit to buy them, gives to her cause a desperation entirely aside from the present hunger and suffering of her population. The German leaders realize fully the desperate straits in which Germany and Austria find themselves after nearly four years of war. Haig said his army was fighting with its back to the wall. The people of Germany and Austria are fighting with their backs to the wall, and this explains the magnitude of their effort and the terrible losses to which they have steeled themselves.

## Clinton's Ditch for Uncle Sam

(Continued from page 610)

in the canalization of the Ohio River. "Alabama's iron and coal belt is now served by a canalized waterway to the Gulf and to the Mississippi River, and before long will have an all-the-year channel to the Mississippi River eight feet in depth.

"The Missouri River channel is in process of being improved.

"Iron is now being moved from Alabama, over the Tennessee and Ohio Rivers, to Illinois.

"Iron and coal are being moved by boat between St. Paul and St. Louis."

In every direction progress is being made in the development of inland water transportation, and for the first time in our history the basis of the endeavor is practical and patriotic economy.



## W. L. DOUGLAS

"THE SHOE THAT HOLDS ITS SHAPE"

\$3 \$3.50 \$4 \$4.50 \$5 \$6 \$7 & \$8

W. L. Douglas name and the retail price is stamped on the bottom of every pair of shoes before they leave the factory. The value is guaranteed and the wearer protected against high prices for inferior shoes. You can save money by wearing W. L. Douglas shoes. The best known shoes in the world

The quality of W. L. Douglas product is guaranteed by more than 40 years experience in making fine shoes. The smart styles are the leaders in the fashion centres of America. They are made in a well-equipped factory at Brockton, Mass., by the highest paid, skilled shoemakers, under the direction and supervision of experienced men, all working with an honest determination to make the best shoes for the price that money can buy.

The retail prices are the same everywhere. They cost no more in San Francisco than they do in New York. They are always worth the price paid for them. CAUTION—Before you buy be sure W. L. Douglas name and the retail price is stamped on the bottom and the inside top facing. This is your only protection against high prices for inferior shoes. BEWARE OF FRAUD.

Sold by over 9000 shoe dealers and 105 W. L. Douglas stores. If not convenient to call at W. L. Douglas store, ask your local dealer for them. Take no other make. Write for booklet, showing how to order shoes by mail, postage free.

President W. L. DOUGLAS SHOE CO. 151 Spark St., Brockton, Mass.

When he was 11 years of age, W. L. Douglas was again "bound out" under an agreement whereby he was to receive \$5.00 a month in wages besides his board and clothes. As a matter of fact, he received only \$10.00 for three years' work, as the agreement was verbal, and not considered binding. W. L. Douglas acquired the habit of saving early in life. He is shown above depositing all of his first month's earnings in the bank. Today Mr. Douglas is President of the Peoples Savings Bank, Brockton, Mass.

Copyright, W. L. Douglas Shoe Co.



**ALL ABOUT BUNGALOWS**  
New Bungalow Book 1918 De Luxe Edition contains the cream of 1000 practical and distinctive bungalows actually built for \$400.00 to \$1000.00, suited to any climate, with photographs of the exterior and interior views, plans, size of rooms, cost, etc. Also valuable suggestions on bungalow building, written by experts. The largest exclusive bungalow book published, 112 pages. Price, postpaid \$1.00. Worth many times its cost to any prospective builder. A smaller edition of same only 50 cents. Send check, money order or stamps. Money back if not satisfactory.

YOYO & MERRITT, Architects SEATTLE, WASH.  
605 Empire Building

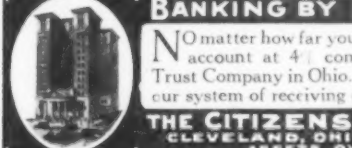


**Send Your Name and We'll Send You a Lachnite**

DON'T send a penny. Just send your name and say "Send me a Lachnite mounted in a solid gold ring on 10 days' free trial." We will send it prepaid right to your home. When it comes merely deposit \$1.75 with the post man and then wear the ring for 10 full days. If you, or if any of your friends can tell it from a diamond, send it back. But if you decide to buy it—send us \$2 a month until \$15.75 has been paid.

Write Today Send your name now. Be sure to tell us where you wish (halves or more) to give us the size of your finger.

Morrell Lachnite Co., 12 N. Michigan Ave., Dept. 2445 Chicago



**BANKING BY MAIL AT 4% INTEREST**

NO matter how far you live from Cleveland, you can open a Savings account at 4% compound interest with this bank—the oldest Trust Company in Ohio. Send today for our booklet "L" explaining our system of receiving deposits by mail.

**THE CITIZENS SAVINGS & TRUST CO.**  
CLEVELAND, OHIO. ASSETS OVER 65 MILLION DOLLARS. CAPITAL & SURPLUS \$8,000,000.00

## Let us help you plan your vacation

You can learn a great deal about any place or section you're thinking of going to for your vacation; what attractions it offers; how to get there most comfortably; what it costs, etc.

Just write the Editor of Leslie's Travel Department, 225 Fifth Avenue, New York City, and ask any vacation and travel questions that you want to.

That's one of your privileges as a reader of Leslie's.

## W. S. S.

During May you may buy War Savings Stamps at \$4.16 each. On January 1, 1923, the United States Government will redeem them at \$5 each.

The stamps bear interest at 4 per cent, compounded quarterly, if held until January 1, 1923. If redeemed before that date, the interest rate is 3 per cent.

Thrift Stamps, costing 25 cents, count the same as cash in buying War Savings Stamps. Thrift Stamps offer an investment for "loose change."

Stamps are on sale at post offices, banks, department stores, and a multitude of other places. Look for the letters

W. S. S.



**\$1194 BUYS THE MATERIAL TO BUILD THIS FINE HARRIS HOME No. 1517**

When You Build "THE HARRIS WAY" you build to stay. Why? Simply because you profit directly—immediately—by our 24 years' experience. "THE HARRIS WAY" has exclusive merits—special advantages for the careful Home Builder. It is the best, safest and most sensible way to build your ideal home right, without the waste of a single penny!

**LOW PRICE STILL IN FORCE**  
If you are needing a house, either for investment or for a home, write now.

**SEND TODAY FOR \$10,000 FREE Plan Book**

Write for latest edition of famous \$10,000 HARRIS HOME PLAN BOOK now ready. 100 designs, with descriptive prices, etc.; explains how we save \$25.00 to \$100.00 on plans and material. Back of our plan is our iron-clad guarantee and \$10,000,000 capital.

Our Plan Book has a wonderful FREE plan offer for you.

HARRIS BROTHERS CO. Dept. HH133CHICAGO



**New Arrow at the Old Prices**

We have decided not to raise prices on the Arrow at least not for a while. You can still buy the 1918 ARROW, the latest model with all the new features at the old rock bottom before-the-war prices. But we can't promise to hold these prices. Rapidly increasing cost of materials may force us to raise our price. Therefore write to us today and ask for full information and prices.

**Pay While You Ride**

We will ship you the new Arrow on liberal terms of \$5.00 down and the balance in small monthly payments as low as \$5.00 per month. This offer is open to everyone including boys and girls under 21 years of age providing the order is signed by parents or guardian.

Write today for new catalog that tells about the New Arrow and its great new features. Motor Bike model, coaster brake, Pink Team Proof Tires, and the newest features.

ARROW CYCLE CO., Dept. 2445 19th St., Chicago, Ill.

**"DON'T SHOUT"**

"I can hear you with the MORLEY PHONE." It is invisible, weightless, comfortable, inexpensive. No metal, wires nor rubber. Can be used by anyone, young or old.

The Morley Phone for the **DEAF**

is to the ears what glasses are to the eyes. Write for Free Booklet containing testimonials of users all over the country. It describes causes of deafness; tells how and why the MORLEY PHONE affords relief. Over 100,000 sold.

The Morley Company, Ferry Bldg., Dept. 774, Philadelphia

**JAP ROSE SOAP**

DELIGHTFULLY REFRESHING

**Free Trial**

of this superb triple silver-plated Lyric Cornet. Rock-bottom prices. Easy monthly payments. Carrying case given.

**Free Catalog!** 176-page book of all hand instruments. It is free. The Rudolph Wurlitzer Co., Dept. 2445, E. 4th St., Cincinnati, S. Wabash Ave., Chicago

**FREE BOOK Learn Piano!**

This Interesting Free Book shows how you can become a skilled player of piano or organ in your own home, at one-quarter usual cost. Dr. Quinn's Famous Written Method is endorsed by leading musicians and besides contains 25 years' Play chords at once and complete piece in every key, within 4 lessons. Scientific yet easy to understand. Fully illustrated. For members or teachers old or young. All music free. Diploma granted. Write today for 64-page Free book. How to Learn Piano or Organ.

M. L. QUINN CONSERVATORY, Studio 10, Social Union Bldg., Boston, Mass.

**FIBRE LEGS ARMS**

4-POUND FIBRE LEGS—ON EASY TERMS. Orthopedic Braces for All Deformities. Send for Booklet. Ray Trautman, 647 Bean Building, Minneapolis, Minn.

## Followers of the Fleet

Continued from page 617

captain went over to the flagship *Rainbow*, to pay his official call upon the Admiral commanding the station. The captain had no great liking for navy trappings, and the blue and gold of the officer's uniform of the auxiliary service which he was expected to wear when on duty made no hit with him whatever. So the rig he elected to wear comprised a sailor's watch cap and a suit of dungarees. As a concession to the conventional he wore socks, but had drawn these over the bottom of his trousers.

The Admiral was pacing the quarter-deck of his flagship when the collier's captain came on board. The officer-of-the-deck received the visitor and went aft to the Admiral to report. The Admiral looked at his caller and then sent a curt order for him to return to his ship and array himself in proper uniform.

By way of contrast, I was very recently a visitor on board a navy collier. The captain, officer-of-the-deck and quarter-master, all in spic and span uniforms, were at the gangway. A bluejacket sentry was pacing his watch on the quarter-deck and, at "colors" that evening a guard composed of bluejackets presented arms as the flag was slowly lowered, buglers sounding the familiar strain as the colors came down, all regular navy fashion.

Without colliers men-of-war would frequently be like immobile forts. While they have less of grace than any craft that floats, yet admirals are prone to look upon them with warm regard. The need for this type of vessel was never more forcibly brought home than in the famous globe-girdling cruise of the Atlantic fleet. The navy had so few vessels of this type that it was necessary to charter merchant steamships and convert them to this use. That brought about the building of big carriers of coal and oil, now an important adjunct to the fighting line.

Also, since our belated awakening to the fact that battle cruisers are now more important to us than battleships, we have been hearing much of that projected fleet of long-backed racers and their electric drive. But no reference is ever made to the collier *Jupiter*, a 22,000-ton giantess, the first vessel of any considerable size equipped with engines propelled by electric power. The biggest Diesel engine ever built in the Western world—the Diesel being the type of engine with which submarines are equipped—was built at the New York Navy Yard. On the other side of the continent was constructed the hull to receive it. That hull was towed from San Francisco to New York where the engine was installed and now furnishes motive power to the collier *Maumee*.

It was a collier that carried Hobson and his band to glory in Santiago. It was a collier's captain and a collier's crew, hurriedly armed, that held the bridge at Corinto, Nicaragua, and held back 5,000 insurgents. It was a raucous-voiced boatswain's mate who, when a parley was offered by the insurgents, then chiefly intent on finding how the town was guarded, was stationed at a dark street corner for purposes of deception. The parley was held after nightfall and when the delegation, blindfolded, reached the point where the lone sentry was on duty it was sternly ordered to halt and give the countersign. That formality completed, the delegation and its convoy moved on to the next street corner where a raucous voice again commanded them to halt. And so it went at every block, the boatswain's mate taking up a new post after each halt. The delegation returned and reported that the town was under heavy guard with sentries at every street corner, and before they knew better a naval force and a marine battalion arrived.

The despatching of the big floating dry dock *Drew* to Manila was the greatest enterprise of its kind ever undertaken.

Three colliers, the *Brutus*, *Caesar* and *Glacier* successfully towed the unwieldy structure through Atlantic gales and the stretches of the long ocean journey. When America collected five million Christmas packages for war orphans of Europe, the collier *Jason* carried the gifts abroad. Another collier, *Nero*, diverted from her regular duties to become a surveying ship, found the greatest depth ever discovered in Pacific waters.

Prior to the Spanish-American War we had no ammunition ships. Some were hurriedly fitted out at that time, these being merchant steamships improvised for that service. It was my luck to have been on board one of these during a lurid half hour. The vessel was the *Resolute*. She had come in to the rendezvous at Guantanamo and I had gone on board to call upon her captain, Commander Eaton. The ship was heavily laden with shells and powder and as the vessels then in the bay were in urgent need of both, all hatches were open and some half-hundred bluejackets were busy loading the explosives into launches.

Suddenly one of those tropical thunder storms swirled over the bay with incessant flashes of lightning. One bolt struck the foremast and another sizzled around the mainmast. But the luck of the American Navy kept the flashes from that huge store of exposed ammunition.

Although the need of hospital ships had again and again been urged by the medical corps of the navy, the outbreak of the Spanish-American War found us unprovided with any vessels of this type. Then the *Credle* of the Southern Pacific Company was hurriedly purchased and improvised into a hospital ship. The vessel subsequently became the storm center of one of the biggest rows the Navy Department had ever known, when President Roosevelt assigned a navy surgeon to command the ship. But the precedent then established is still in operation.

The European war and the chances of our being drawn into it revived the plea for the building of vessels especially designed for hospital work. The medical corps of the navy estimated that a duel between dreadnoughts could last only ten or fifteen minutes, as by that time one or the other would be annihilated; furthermore that an action between two modern fleets could not last over thirty minutes, as in that time their ammunition would be expended or the ships destroyed.

Among other arguments employed was this: "If the sixteen battleships which made the famous cruise around the world had joined battle with an equal, or nearly equal, foe, the result would have been the most appalling in the annals of naval warfare. Individual ships could have reckoned on at least 300 killed and wounded, say 60 or 70 killed outright, and 200 or more demanding instant medical attention. Some would have succumbed from gas poisoning from gases from their own guns and from gases from the enemy's shells; others from terribly lacerated wounds that modern shell fire inflicts.

"To have handled these casualties, what had we? Only two surgeons on each ship and who would have been under fire with the rest. The result would have been the most disastrous breakdown in history."

These representations and the imminence of our entry into the war, finally moved Congress to authorize the building of a hospital ship. Also four additional colliers, one supply ship, two ammunition ships, one repair ship, two destroyer tenders, one fleet submarine tender and one transport were authorized.

Under a new classification such auxiliaries as colliers, hospital, supply, ammunition and repair ships, tenders, transports, etc., are known as "The Train," this service being under command of a flag officer.



"The Curse of Drink"

This picture proved one of Judge's most popular subjects and has been reprinted in full colors, mounted on a heavy mat, 11 x 14, ready for the frame. It will be mailed post free for twenty-five cents, stamps.

**Judge Art Print Department**

225 Fifth Avenue, New York City

## Who will write the SONG-HIT OF THE WAR?

With this country entering its second year in the "World War" it is doubtful if the song which will be known as the "Hit of the War," has as yet made its appearance. While it is true that such War Songs as "Over There" and "Liberty Bell" have made some impression, have our boys adopted another "It's a Long Way to Timpany," which has been the great favorite with the "English Tommies"? Inasmuch as several Commanders of our training contingents have requested boys in the service to write such a song, it appears to be still wanting.

Have you an idea which you think might be used as the subject for a Patriotic or War Song? If so, you may secure some valuable information and assistance in writing for a Free Copy of our new booklet entitled "SONG WRITERS' MANUAL AND GUIDE." We revise song-poems, compose and arrange music, secure copyright and facilitate free publication or outright sale. Poems submitted examined FREE.

KNICKERBOCKER STUDIOS 90 Gaity Bldg., N. Y. C.

## HOTEL SEVILLE

Fifth Ave. and 29th St., New York City

Convenient to all best shops.

Ideal for out-of-town visitors.

Single Rooms with Detached Bath, \$2.00 per day.

Single Rooms with Private Bath, \$2.50 per day upward.

Rooms, with Bath, for Two, \$3 to \$5 per day.

Parlor, Bedroom and Bath, \$5 to \$10 per day.

Send for Diagram Showing Fixed Room Prices.

JOHN F. GARRETY, Mgr.

## AGENTS—A Big Seller

New—Patented SCREEN DOOR CHECK

Splendid summer seller. Low Priced.

Stops the bang and saves the door. Easy sales. Big profits. Big demand.

A sale in every home. Dozen can be carried. Demonstration sample free to workers.

THOMAS CHECK CO., 3214 Gay St., Dayton, Ohio

## Invalid Wheel Chairs at Manufacturer's Prices

We are the only makers of Invalid Chairs selling direct to the user. Send for our large free Catalog C showing many styles.

FRANK S. BETZ CO.

Hammond, Indiana

## Hotel Marseilles

Broadway and 103 Street

New York City.

A MAGNIFICENT FIREPROOF HOTEL.

SUBWAY ENTRANCE AT DOOR

Room and Bath, \$2.50 per day up.

CLIFFORD A. STORM, MGR.

Booklet on request

## New Automatic Adder \$2.50

Makes adding easy for anyone. It's accurate, quick, durable and easily operated. Capacity 999,999.99. Saves time, brain work, and eliminates errors. Thousands of pleasure owners. Guaranteed one year. Delivered complete, \$2.50. Order today. Agents wanted.

Our Deluxe Adder, price \$5 delivered, is the best low priced adder made.

I. H. BASSETT &amp; CO., Dept. 76, 5921 Indiana Avenue, Chicago, Ill.



## The Melting-Pot

It is now predicted that Congress will adjourn August 1st.

The people of Berlin must go through six bureaus to get permission to buy a bag of coal.

The Allies are producing 54 different types of airplanes, while Germany has only half a dozen.

During March, 53 persons, including 23 children, were killed by automobiles in New York City.

Only 133,737 immigrants came to the United States during 1917 compared with 1,387,218 in 1913.

An independent Russian republic in Siberia, it is said, is planned by the anti-Bolshevik elements.

Women of Vienna are wearing skirts and underskirts made from men's wornout coats or trousers.

Since the doubling in price of the 1 cent newspapers far fewer copies have been left in public conveyances by readers.

A Pennsylvania man 110 years old says that he never endured in his lifetime a winter as severe as the last.

Two members of a crew of a Brazilian ship in London have been sentenced to six months imprisonment for "wasting bread."

Major-General Leonard Wood says we will have to send millions of men to France and that we must "give, give, give until it hurts."

Henry Ford says that America cannot win without using its tool power and that 100,000 tanks are necessary for attacking trenches.

Hundreds of spinning, weaving, oil and shoe plants in Germany have shut down recently, according to Amsterdam press dispatches.

Day laborers of the United States Steel Corporation are now receiving \$3.60 for a ten-hour day as compared with \$2 two years ago.

Congressman Treadway of Massachusetts says the Committee of Public Information should be named "the Committee on Misinformation."

There are 100,000 Smiths in the United States Army, 1,500 of whom are named William; there are 15,000 Millers, 15,000 Wilsons and 1,000 John Browns.

Up to January 1st of this year Canada had put under arms 400,000 men. In the same proportion to population we would have to arm 7,000,000.

"War always brings prosperity during the period of the war and after," says James J. Hunt, Vice-President and General Manager of the Reo Motor Car Company.

To the woman who takes her dog out for an airing in her motor car: Would you not be happier if you took out some "shut-in" or little child? The dog would.

The Post Office Department recommends depositing mail at the post office or street collection boxes earlier in the day and as frequently as possible, to facilitate deliveries.

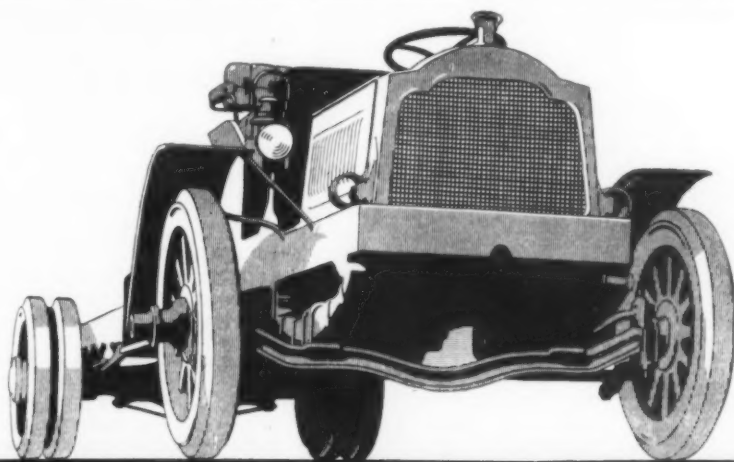
Poultney Bigelow says the war will last three years longer, that "the German machine will not break till it breaks all over" and that Germany cannot be starved.

The North Dakota Red Cross to keep clear of charges of participating in politics has prohibited making collections at political conventions for the use of the Red Cross.

The Methodist Episcopal Church is planning for a five-year missionary celebration of the centennial of the organization of its missionary society, to be marked by the expenditure of \$80,000,000 in evangelistic work.

A resolution has been introduced into the New York Legislature urging President Wilson and Congress to take immediate steps for the repeal of the Sherman anti-trust law as a hindrance to commercial enterprise and a detriment to the consumer.

Let the people Think!



## SECURE YOUR INVESTMENT

A MOTOR TRUCK is a sound investment only when it pays for itself and returns an ultimate profit to its owner. Its earning power is based on the service it renders over the period of its useful life.

The right truck is time-tested. It has ability to haul full loads year after year, keeping the ton-mile record high and the upkeep cost low.

Packard trucks are a known quantity. They offer you the quality you want, the service you must have, and the stability necessary to secure your investment.

*Ask the man who owns one*

**PACKARD MOTOR CAR COMPANY**

*Detroit, Michigan*



## Film Fun

Contributors to this number:  
Eric Berggren  
F. C. M. M. M.  
H. H. H. H.  
J. J. J. J.  
K. K. K. K.  
L. L. L. L.  
M. M. M. M.  
N. N. N. N.  
O. O. O. O.  
P. P. P. P.  
Q. Q. Q. Q.  
R. R. R. R.  
S. S. S. S.  
T. T. T. T.  
U. U. U. U.  
V. V. V. V.  
W. W. W. W.  
X. X. X. X.  
Y. Y. Y. Y.  
Z. Z. Z. Z.



IF you want to become close friends of the heroes and heroines of the screen that you have seen in theaters you can meet them in Film Fun. Incidentally you will get a generous share of good, hearty laughter along with a lot of striking pictures of the big plays soon to be released.

The following in the May issue (now on sale) are unusually interesting and instructive:

### ILLUSTRATED FEATURES

Comments of a Free Lancer by LINDA A. GRIFFITH  
The Magic of a Smile by MARGUERITE CLARK  
How to Grow Thin—While You Wait by FATTY (ROSCOE) ARBUCKLE  
The Celluloid Drama in Japan by G. SASAO  
Advantages of Screen Over Stage by ELSIE FERGUSON  
Why I Want to Work for Uncle Sam by PEARL WHITE  
Microscopic Movie Marvels by HORACE D. ASHTON  
The Evolution of a Star by SHIRLEY MASON  
The Blue Bird for Happiness by THE EDITOR

Also timely editorials, verse and "funnygraphs."

Ten Cents a Copy at  
all the newsstands

**FILM FUN**  
225 Fifth Avenue  
New York City

ONE DOLLAR  
A YEAR



"Hello, Chief:

"Haven't found the Firebug yet, have you? You will know who he is only when I am dead and the fires stop. I don't suppose you even realize that the firebug talks to you almost every day about catching the firebug? That's me. They never caught me in Chicago or anywhere else, so you might as well quit looking for me and take your medicine."

## "The Firebug"

That was the warning which came to the fire chief, unsigned—and then, the very next day, a woman was found nearly dead in a burning building.

It was a mystery that needed the master mind of Craig Kennedy, the scientific detective of this day—Craig Kennedy who came to life in the mind of

### ARTHUR B. REEVE

(Craig Kennedy)

He is the genius of our age. He has taken science—science that stands for this age—and allied it to the mystery and romance of detective fiction. Even to the smallest detail, every bit of the plot is worked out scientifically.

For nearly ten years America has been watching his Craig Kennedy—marveling at the strange, new, startling things that detective-hero would unfold. Even under

the stress of war England is reading him as she never did before.

Such plots—such suspense—with real, vivid people moving through the maelstrom of life! Frenchmen have mastered the art of terror stories. England's writers have thrilled whole nations by their artful heroes. But—all of these seem old-fashioned—

out-of-date—beside the infinite variety—the weird excitement of Arthur B. Reeve's tales.

Col. Roosevelt says: "I did a whole lot of reading. I particularly enjoyed half a dozen rattling good detective stories by ARTHUR B. REEVE—some of them were corkers."

## GIVEN 10 VOLUMES Edgar Allan Poe's Works

To those who send the coupon promptly, we will send a set of Edgar Allan Poe's Masterpieces in 10 volumes—over 200 stories.

When the police of Paris failed to solve one of the most fearful murder mysteries of the time, Edgar Allan Poe—far off here in New York City—found the solution.

The story is in these volumes.

He was a detective by instinct—he was a story teller by divine inspiration. Before or since—no one has had his power to make your hair stand on end—to send chills up your back—to hold you in suspense—terror—horror! To read breathlessly—to try to guess the ending—to enjoy the perfect, flawless style—to feel the power of the master that is all you can do in each and all of Poe's undying stories. In England and France, Edgar Allan Poe is held to be the greatest writer that America has produced—to them he is the great American classic.

This is a wonderful combination. Here are two of the greatest writers of mystery and scientific detective stories. You get the Reeve in 12 volumes—over 250 stories at a remarkably low price—and we give the set of Poe's Works.

LESLIE'S  
5-4-18

Harper & Brothers  
Franklin Square

Send me, all charges prepaid, set of ARTHUR B. REEVE—in 12 volumes. Also send me the set of Edgar Allan Poe, in 10 volumes. If both sets are not satisfactory I will return them within 10 days at your expense. Otherwise I will send you \$1.50 a month for thirteen months.

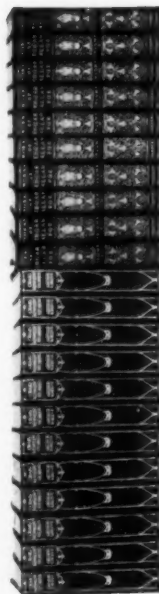
Name \_\_\_\_\_

Address \_\_\_\_\_

Occupation \_\_\_\_\_

**Harper & Brothers**

Established 1817



## Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph.D.

EDITOR'S NOTE. In this department will be found suggestions covering LESLIE'S more important features, with special attention to its illustrations. As references will be made to earlier issues it is urged that a file of the magazines be kept by teachers and others who may wish to take advantage of these columns. A standard binder for this purpose will be supplied for \$1.50 by addressing this department.

**Is Your Heart Right?** Cover. What is the best evidence that a person's heart is right? What does it mean to be really loyal? How can you prove your loyalty? What is meant by having "your heart in the present struggle"? Prepare what you would consider a satisfactory response to Mr. Flagg's poster appeal.

**Over the Bridge to France,** p. 605. What are some of the difficulties suggested by the picture in transporting our troops to France? How far can America at the present time supply the need for man power on the western front? What does the recent legislation in England and in Canada indicate as to the part we must play in meeting this demand? Compare the provisions of our draft law with the provisions of these acts. An interesting comparative study would be to compare our present act with the draft act passed during the period of the Civil War.

**Our Men in France,** pp. 608-609. What three great needs are being supplied by our men? What has the Government done to make our assistance especially valuable in these branches of the service? Why in your judgment is the American soldier likely to prove effective in these? Read *Flying for France* (Houghton, Mifflin) for an interesting description of the services of some of our boys before we entered the war.

**Clinton's Ditch for Uncle Sam,** p. 610. Explain the phrase "Clinton's Ditch," noting the circumstances attending the building of the canal. Compare the need then with the need now for a waterway through this part of the United States. Note the cities through which the canal passes, their industries, and the resources of the region served by the canal. Argue that the state of New York was justified in making it a barge canal. How will the canal serve the country in the present war? Why should it be controlled by the federal government as are the railroads? Study the development of inland waterways within the past fifteen years and explain why they are bound to become increasingly important. Johnson's *Elements of Transportation* (Appleton) can be recommended, also Bogart's *Economic History of The United States* (Longmans).

**What We Must Do to Prevent Starvation,** p. 611. What sort of a Chinese problem has France? Why does it differ from our own? Look up in some standard history the rise of the problem in this country and the way it has been handled, especially in Cleveland's first administration. Adams and Sumner in their *Labor Problem* (Macmillan) discuss the problem from the economic point of view. How serious is the food situation in the United States today? Argue the question raised by Mr. Maxim that it is serious enough to warrant relaxing our exclusion act. Discuss the statement "Food will win the war." The experiences of the Central powers with the food problem are graphically portrayed in Schreiner's *The Iron Ration* (Harper & Bros.) Community Leaflets Nos. 10-12 (U. S. Bureau of Education) contain several lessons on food conservation. Sum up all the steps which

have been taken to ward off starvation in this country.

**Where East and West Rub Elbows,** p. 612. Note also the picture (p. 573) in the issue of April 27. With the pictures before you account for the interest in this part of the world. Are vigorous measures warranted on the part of the Allies? Account for the special interest of Japan. (Look up carefully the location of Vladivostok with reference to Japan and China.) What would you suggest as a solution of the problem presented by these pictures?

**Sanguinary Messines Ridge,** p. 613. With the aid of the upper picture and that on p. 624 and the description furnished by Captain Dolphin write up the work of a brigade observer emphasizing its value. Look up the location of this ridge in the recent fighting and explain its importance.

**Keeping the Holy Land from the Turk,** p. 614. Study the map which appeared in LESLIE'S of Feb. 2, and with the aid of these pictures point out the difficulties of campaigning in Palestine. Discuss the importance of the successes here and the necessity of maintaining them.

**The Lines behind the Lines,** p. 615. What are some of the difficulties involved in maintaining these "lines"? What is the nature of the food furnished to an army in the field? Enumerate all the articles which you think are being transported by the carts, in the pictures. Note their importance to the success of an army.

**Faithful Followers of the Fleet,** p. 617. How many types of vessels are shown here and how important is each type in connection with successful naval operations? Compare naval operations today with those during the Civil War as to the number of "followers" needed.

**Those Who Serve America at Sea,** pp. 618-619. What are the different services being rendered here and how important are they? How important are naval operations in this war as compared with land operations? Can the war be won on the land alone? on the sea alone?

### Material Available for Use

For *Current History and European History* (excluding *American History*). Pictures, pp. 611, 612, 614, 615, 618-619. Articles, pp. 607, 613, 627.

For *American History*. Pictures, Cover, pp. 605, 608-609, 610, 618-619. Articles, pp. 606, 607, 611, 616, 617, 622.

For *Economics and Industrial History*. Picture, p. 610. Articles, pp. 606, 610, 611, 622.

For *Civics*. Pictures, Cover, p. 610. Articles, pp. 606, 611, 616, 617, 622.

For *Geography*. Pictures, pp. 611, 612.

### Suggested Topics for English

A visit to Vladivostok; a Brief in favor of Japanese interference in Siberia; an imaginary conversation with a French aviator (picture p. 608); With a machine-gun detachment in the Holy Land; Supplying an army with food; Life on a Destroyer; How I secured the Drawings on pp. 613.



## What We Must Do to Prevent Starvation

Continued from page 611

servants. The servant question is an ever-present, harassing problem, which is finding its answer at the present time in forcing the family into the hotel, the boarding-house and the co-operative apartment house, from which children are barred. Lack of household servants is forcing race suicide upon the American people.

The individual, independent family entity is rapidly going out of existence. The abandonment of the separate household for quarters in the co-operative apartment house is an atavistic return to the troglodytism of the cliff-dwellers—worse, for children were not barred from the cliff-dwellings.

Chinese, imported as agricultural laborers and household servants, would solve the agricultural labor problem and the servant problem, and we should have the best agricultural workers in the world and the best household servants in the world, in unlimited numbers. They would not compete with American farm and household labor, because there are no laborers left in those two fields worth considering, and the few there are would, with the new opportunities and lower cost of living resulting from the introduction of Chinese labor in those two capacities, be able very readily to find more profitable and more congenial employment in other pursuits; while the hard-worked farmers' sons and daughters who do stay on the farms would find the larger part of their burdens lifted. With less labor of their own hands they would have very much more recreation and greater profit.

A million Chinamen should be imported with all possible speed. This measure should not be opposed by labor unions, because Chinese imported as agricultural laborers and household servants would not compete with union labor in any way, while the Chinese would be producers of wealth which would greatly reduce the cost of living and consequently give to every dollar a greatly increased purchasing value.

If a million Chinamen were to be imported, as I have suggested, their labor could be restricted to agriculture and the household. A million such laborers distributed throughout the country would so increase the food supply and so lower the cost of the necessities of life that the laborer who now earns \$3 a day would then be able to buy for \$3 more food than he can now get for \$5. The artisan would be able to buy twice as much for his weekly wage to feed his family as he is now able to buy.

We remember the great rush that was made in Oklahoma the last time public land was offered free by the Government. If the actual tillable area of the United States could by some magic be doubled and the acreage divided among the people, there would be a mad rush to occupy and utilize the free land. If, also, by some magic, our present acreage could be made to produce twice what it now produces, without imposing any greater burden upon the farmers, there ought to be just as mad a rush for such magic expedient as there would be for free land.

This expedient is a possibility. It is no magic. It is an actuality. It is merely necessary to import a sufficient number of Chinese agricultural laborers and household servants, and the thing will be an accomplished fact.

Not only may as much as this be done, but also more. Not only could and would double as much be produced by American farms as is now produced, but also many times as much.

There is nothing new in the plan of restricting a certain class of people to a particular kind of employment. This during the Middle Ages was always done with the Jews. They were permitted to do only certain kinds of work. It may have been an unfair procedure with respect to

the Jews, but with the Chinese, as compared with their present lives at home, employment under such restrictions would be a godsend to them, and although their wages might be very low judged by our standards, they would be very high judged by their standards. Furthermore, the Chinese could be prohibited from buying or owning real estate. This would prevent them from buying and operating farms in competition with American farmers.

Unless the Germans win the war within the next six months—and Providence will betray the world if they should win—then the war will last many years longer, for it will take many years to bring Germany to terms.

One of the main elements of Germany's strength and enduring power depends upon the large numbers of cheap laborers that she has in service. The prisoners of war and the entire populations of conquered countries are doing forced labor merely for their keep, and very bad keep at that. Germany has today at least five million such laborers in her service, and in the conduct of this war we must compete with these five million laborers who are rendering Germany free service.

We have a means at hand, through Chinese labor, which will enable us to compete with the cheap labor in Germany, and unless we do avail ourselves of cheap Chinese labor we can not compete with Germany.

There is another thing we must take into consideration, and it is that every Chinaman whom we should import and employ would permit of the release of one American to serve the Government in some other capacity to help win the war.

But these are not all the considerations. There is one other and paramount consideration, and it is that the only way to forestall gaunt famine—the only way to prevent multitudes of our people from dying of actual starvation in the near future, is to import Chinese laborers.

When the pinch comes and millions of our population are facing famine, there will be insubordination, there will be rioting such as has never been seen before in this land. The difference between riot and revolution is only one of size and extent of the disturbance.

### The Dollar-a-Year Man

[As the Government is not allowed to receive service without paying for it, hundreds of able men who are engaged in important war work accept salaries of one dollar a year.]

Now a hearty and vigorous cheer, men,  
For the patriot dollar-a-year men!

At a million, indeed,  
In this time of need,  
They wouldn't be costly or dear men.

These third-of-a-cent-a-day men  
Have forgotten the meaning of play, men;  
With all of their might  
They are deep in the fight,  
At work like an army of draymen.

They are brainy men, famous men, rich men,  
Inventors and bankers and sly men,  
They tug and they toil  
In the sweat and the soil  
Like desperate, valorous ditchmen.

They are leaders, the bosses, the key men,  
At work without glory or fee, men,  
Obscurely at work,  
No slacker, no shirk,  
That you and that I may be free men.

So a hearty, unanimous cheer, men,  
For these generous, big volunteer men,  
With grace and with grit  
They are doing their bit,  
The patriotic dollar-a-year men!

AMOS R. WELLS.



## To Advertising Agents and Advertising Managers

*Here is a territory where you can do three things---*

1. Prove the responsiveness to your advertising appeal of three distinct classes of buyers.
2. Test the merchandising possibilities of your product in three important centers and
3. Secure a quick distribution in a market that is the natural trading center of over four hundred thousand people who right now are very prosperous.

*And you can do this with a very conservative appropriation if you use*

## The Tri-City League of Newspapers

ALBANY Times-Union  
36,000 Daily

TROY Record  
24,000 Daily

SCHENECTADY Union Star  
19,000 Daily

*Any advertiser coming into this Tri-City community with a meritorious article will be given the hearty support and an unusual amount of co-operation by these three leading Evening Newspapers whose circulation interlocks but does not overlap.*

The Tri-City League of Newspapers  
Proctor Building, Troy, N. Y.

This advertisement prepared and placed by  
the Byron G. Moon Company, Inc., Troy, N.Y.



*"Laugh and the World Laughs with You"*

There are laughs galore in every  
page of MAURICE SWITZER'S

## SATIRE AND SONG

As a fun maker and all-round gloom dispeller this work is simply irresistible. If a good laugh is better than a dose of physic, then SATIRE AND SONG will actually save scores of doctor's bills.

The Author is a New York business man with a keen but kindly outlook on life, and a rare sense of humor. He puts his observations of life over the plate in the sort of verse that burns holes in the memory.

"She Wasn't Over Twenty, But She Knew Her Little Book" pictures a type of the female of the species that will be instantly recognized.

What O. Henry did for some American types in prose Maurice Switzer has done in verse, and no less convincingly.

Kipling himself never did anything better than "Little Jane Horner".

"Had the lady been woad, she might have stayed good  
In the gloom of her beany cell;  
But being just flesh, she got caught in the mesh  
Of desire's drag-net which is hell."

If you want to shine as an entertainer among your friends, SATIRE AND SONG is better than a night at the Folies. You couldn't pick a more entertaining book for the boy in camp or at the front if you searched your book stores from one end of the town to the other.

Only a small edition of SATIRE AND SONG, with unique illustrations in color, and in attractive Art Binding (size of volume 8 1/2 inches by 6 1/2 inches), designed for private circulation among the author's friends, has been published. Because of the merit of the book we have prevailed upon the author to set aside a few copies for our patrons, whom we shall be pleased to supply at a price representing, approximately, cost of manufacture.

SATIRE AND SONG will be sent postpaid to your address on receipt of a \$1.00 bill. But order TODAY. There are only a few copies for general distribution. To get one you must be prompt. Money back if not satisfied.

BRUNSWICK SUBSCRIPTION COMPANY  
225 FIFTH AVENUE NEW YORK CITY

## Liberty Loan Service

WE solicit Liberty Loan subscriptions (without profit or commission).

We will store Liberty Bonds without charge in our vaults in any of our offices for those lacking safe deposit facilities. Our statistical department will give full information on all Liberty Loans—conversion privileges, market, and the like.

Help our Country win the war by buying Liberty Bonds! We aim to help you help. Call at any of our offices or write for full information.

## S.W. STRAUS & CO.

Established 1882

Incorporated

NEW YORK

CHICAGO

150 Broadway

Straus Building

Detroit Minneapolis San Francisco

Philadelphia Kansas City Dayton

36 years without loss to any investor

## REAL ESTATE EXCHANGE BLDG.

\$850,000 First Mortgage

6% Serial Bonds



A shrinkage-proof, sound and stable investment. Bonds in denominations from \$100 to \$5,000. Directly secured by First Mortgage on new office structure and site in fee. Value of property, \$1,771,755. Send for Booklet "A Buyer's Guide to Good Investment."

DETROIT

## Federal Bond & Mortgage Co.

Harry W. Ford, Pres.

90 E Griswold Street

Detroit

(101)

## One Thing You Can Buy NOW

Lacey Profit Sharing Bonds have certain inherent qualities which make them an especially desirable purchase in these times of hesitancy. The Lacey interests have never lost a cent for an investor in their 38 years of experience.

ASK FOR BOOKLET T-204

JAMES D. LACEY **TIMBER CO.**  
332 S. Michigan Ave. Chicago

**TO FORESEE IS TO FORETELL**  
With **WARRANTON CHARTS**, with **Statistics and Chronology**, as your guide you can safely, and surely, measure both your principal and income. The **WARRANTON** method of mathematical business barometer readings is of the highest value to the Investor, Business Man and Banker. They show future movements from today's causes, and direct your buying and selling foresight. Arranged by months. Each month \$1. Set of 12, \$10. Particulars sent free. Write for circular No. 24, or send one dollar for specimen month today.

FINANCIAL STATISTICS CORPORATION, Scranton Life Bldg., Scranton, Pa.

## A Recent Issue

of the Bache Review contains a selective list of investments, showing present price, dividends, and yields compared with the high price since 1906; also comparisons of prices before the war and now, showing that a large number of high-class stocks are selling at the lowest price in ten years. Copies will be sent on application to J. S. Bache & Company, Members of the New York Stock Exchange, 42 Broadway, New York City. (Adv.)

For 36 years we have been paying our customers the highest returns consistent with conservative methods. First mortgage loans of \$200 and up which we can recommend after the most thorough personal investigation. Please ask for Loan List No. 716, 255 Certificates of Deposit also for saving investors.

**PERKINS & CO. Lawrence Kans.**

**HOTEL FLANDERS** 133-137 West 47th St. NEW YORK CITY  
JUST OFF BROADWAY  
The right kind of a hotel in the right locality. In the heart of the theater district and adjacent to the shopping centers. Politely furnished. Excellent cuisine and an exceptional orchestra. A large addition just completed, containing library, grill and billiard hall. **Reservations**—Furnished Rooms, Private Bath. **\$2.00 PER DAY UPWARD** From Grand Central Station, cars over "Broadway" without transfer. Pennsylvania Station, 7th Ave. cars without transfer. Booklet upon request. H. R. Sharr, Prop.

## Jasper's Hints to Money-Makers



MORRIS K. PARKER

Vice-president of the Equitable Trust Company of New York. In charge of the bond department. Under his direction the company is developing a co-operative group for sale of bonds, composed of well-known and reliable banks and bond dealers throughout the country.



HARRY A. WHEELER

Of Chicago, Food Administrator of Illinois, who has for the second time been elected president of the Chamber of Commerce of the United States. The Chamber represents more than 500,000 leading businessmen in the commercial centers and is intensely loyal.



W. W. BANKS

Vice-president of the Third National Bank of Atlanta, Ga. He is one of the large capitalists of his progressive and prosperous State, prominent as a financier, popular among the country bankers, and a citizen who wields a good deal of influence in civic affairs.

NOTICE.—Subscribers to **LESLIE'S WEEKLY** at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of **LESLIE'S** in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be enclosed. All inquiries should be addressed to "Jasper," Financial Editor, **LESLIE'S WEEKLY**, 225 Fifth Avenue, New York. Anonymous communications will not be answered.

THERE is no money in a stagnant market. Every operator knows this and so he prays for activity, no matter whether the market moves up or down. Of late most of the speculators have simply been onlookers pursuing the Wilsonian policy of "watchful waiting," and hoping that something would turn up unexpectedly to give the market a favorable twist. This is usually the safest period for the investor to make his purchases, because he is not apt to be caught in the whirlpool of speculation that goes on when the public is buying freely and when promoters are putting out shares of new enterprises on a basis seductive to the public and profitable to the manipulators.

My readers who put their good money in various copper, oil, and other enterprises during the crest of the rising tide, and who now find themselves the principal holders of these securities which were unloaded at a good profit by insiders, will know what I mean. Generous dividends and even extra dividends were the attractive bait by which the public was lured. The money thus paid was undoubtedly earned, because the official statements showed this to be the case, but it might better have been conserved to meet the growing demands of business under the stimulus of war orders. If it had been conserved, some of these large concerns would not have been compelled to borrow, as they have been doing, at abnormally high rates of interest.

It is only fair to say that, in some instances, those at the head of these enterprises were misled into the belief that the war profits would go on at an increasing ratio and would abundantly justify a larger distribution among the stockholders. In fact the stockholders themselves were often to blame for demanding a larger share of the net earnings.

Those who deal in stock exchange securities in these days, when the affairs of the exchange are well regulated and

supervised, usually have themselves to blame if they are over-reached. I have read with great interest a monograph on "The World Power of the New York Stock Exchange" by Maclay and Mullally with its appeal for public enlightenment "in terse business English on the intricacies of financial operations and the securities market," so as to replace widespread suspicion with general public good will. This is the best advice that can be given.

That the New York Stock Exchange realizes the value of publicity is shown by its recent appeal in the advertising columns of many publications for investment in Liberty Bonds, with the announcement that every member of the Exchange will be glad to give authoritative information to those who contemplate the purchase of the Third Loan. This appeal is signed by H. G. S. Noble, President of the New York Stock Exchange. I hope it is the precursor of a national advertising campaign in which all the leading exchanges throughout the country will participate.

The Liberty Loan has held the center of the stage of late. It cannot have escaped the observation of every intelligent reader that the driving force behind this loan was found in the stock exchanges, the banks, the big corporations, and the captains of industry. Many interesting illustrations of this patriotic war spirit have been brought to my attention. Ingenuity has been taxed in the effort to uphold the hands of the Government in this great crisis. Contemplating the fact that the American Chicle Company's circulation of its penny sticks and five-cent packages is in excess of 2,100,000,000, the wide-awake general manager of that corporation, Mr. J. F. Bresnahan, conceived the idea of utilizing, on the back of all the wrappers, slogans devoted to the Liberty Loan, War Savings Stamps, Red Cross, and Food Administration. What a wonderful opportunity this suggests to manufacturers of package goods of all



## Taking Advantage of Investment Opportunities

OUR current investment list presents a wide range of sound securities at prices unusually attractive. It will be sent upon request for L-82.

The National City Company maintains complete departments for the investigation and analysis of different classes of securities.

These departments are equipped to give full information as to the status of any securities you may now have, and to suggest, if desired, advantageous readjustments of your present holdings.

## The National City Company

National City Bank Building, New York

Correspondent Offices in 24 Cities

Bonds Short Term Notes Acceptances

## Regarding Subscription and Editorial Matters

**SUBSCRIPTION OFFICES:** Main office—Brunswick Building, 225 Fifth Avenue, NEW YORK. European agent: Wm. Dawson & Sons, Ltd., Cannon House, Breams' Bldg., London, E. C. England. Annual cash subscription price \$5.00. Single copies of present year and 1917, 10 cents each; of 1916, 20 cents each; 1915, 30 cents each, etc.

Persons representing themselves as connected with **LESLIE'S** should always be asked to produce credentials.

**CHANGE IN ADDRESS:** Subscriber's old address as well as the new must be sent in with request for the change. Also give the number appearing on the right hand side of the address on the wrapper. It takes from ten days to two weeks to make a change.

**ADVERTISING OFFICES:** Brunswick Bldg., New York; Tremont Bldg., Boston; Marquette Bldg., Chicago; Henry Bldg., Seattle.

**EDITORIAL OFFICES:** Main office—225 Fifth Avenue, New York. Washington representative—28 Post Building, Washington, D. C.

To Contributors: **LESLIE'S** will be glad to consider photos submitted by any amateur or professional. Contributions should always be accompanied by postage for their return, if unaccepted.

Contributors are requested to state—1. Whether such photographs have been previously published. 2. Whether they have been sent to any other paper. 3. Whether or not they are copyrighted.

Copyright, 1918, by Leslie-Judge Company. Entered at the Post office at New York as Second-class Mail Matter. Entered as Second-class Matter at Post office Dept., Canada. Published weekly by Leslie-Judge Company, 225 Fifth Ave., New York.

John A. Schleicher, President. Reuben P. Schleicher, Secretary. A. E. Rollauer, Treasurer.

Printed by the Schweine Press.

Address all correspondence to **LESLIE'S** 225 FIFTH AVENUE NEW YORK CITY

Buy All the Liberty Bonds You Can

## BECOME AN EXPERT ACCOUNTANT

Executive Accountants command big salaries. Thousands of firms need them. Only 2,000 Certified Public Accountants in U. S. Most are earning \$1,000 to \$10,000 a year. We train you thoroughly by mail in spare time for C. P. A. Examinations or executive accounting positions. Knowledge of Bookkeeping unnecessary to begin—we prepare you from the ground up. Our course and services are under the supervision of a large staff of C. P. A.'s, including William B. Casterhill, A. M., C. P. A., former Controller and Instructor, University of Illinois; Wm. Arthur Chase, J. D., M. C. P. A., ex-Secretary Illinois State Board of Accountancy, and other members of American Institute of Accountants. Low tuition fee—easy terms. Write now for free book of Accountancy facts.

La Salle Extension University, Dept. 651-H Chicago

"The World's Greatest Extension University"

## HOTEL EMPIRE

BROADWAY AT 63rd STREET, NEW YORK  
Most conveniently situated hotel at popular rates in the heart of everything. Rates single rooms \$1. Room with private bath \$1.50. Parlor, Bedroom and bath (for 2) \$2.50. Write for booklet "What's Going On." P. V. LAND, Manager.



kinds to show their patriotism and help "get across" definitely messages to sustain the Government in its tremendous effort to march on to victory.

My readers should not forget that the Liberty Loans, first, second and third, and especially the third, present the best and safest investment. It is absolutely certain that after the close of the war—perhaps after the lapse of a few years—these bonds will all command a decided premium, so that the element of speculation counts for much. For women who have no one to look after their affairs and who, therefore, fall such easy victims to schemers who make the most tempting offers of prodigious profits, the Third Liberty Loan offers the safest refuge. The rate of interest is  $4\frac{1}{4}$  per cent. with an assurance that the bonds can never sell much lower than par and eventually must sell much higher. This is safer than the savings bank, it yields a better rate of interest, and promises a fine profit to the patient holder. All the Liberty Loans are attractive and all are good purchases at current prices.

To those who seek to speculate in a stagnant stock market, there is greater safety and greater promise of handsome profits in the low-priced bonds than in any other field of speculation. A number now selling at between 45 and 60 and yielding from 7 to 9 per cent., especially railroad bonds, for which the Government will hold itself responsible, can be bought with a fair degree of safety. I speak of such as the St. Paul convertible  $4\frac{1}{2}$ 's, which at 74, will yield over 8 per cent., the Erie general 4's, which, at a little over 50, will also yield 8 per cent. The Seaboard refunding 4's sell at about the same price with the same yield, and the Western Maryland 4's bought at 60 yield 7 per cent. These are only a few. There are many others, including government loans of France and Great Britain. They are certainly entitled to consideration at present figures for a long-pull speculation.

The one gilt-edged security that I recommend for purchases on a slender margin is the Liberty Bonds, for any bank will make liberal loans on them. As a rule, I am against margin purchases. The man who speculates in Liberty Bonds by buying all that he can carry will make no mistake.

A. EDWARDSVILLE, PENNA.: There is every probability that United Kingdom  $5\frac{1}{2}$ 's and French Republics  $5\frac{1}{2}$ 's will be called for at maturity.

T. WASHINGTON, D. C.: Yukon Gold's reduced dividend is not likely to be increased until the \$5,000,000 notes are paid up and that will take, it is said, several years.

H. SHIPPENSBURG, PENNA.: U. P. looks like the best stock on your list. Liquidation has been going on in American Tobacco, which tends to add to the belief that the 20 per cent dividend may not be maintained.

B. PORT NORRIS, N. J.: All the oil stocks you mention are speculative. Better than any of the Carb oil stocks are the shares of well-established dividend-payers like Texas Company, Tide Water or any of the S. O. group.

S. PHILLIPSBURG, N. J.: Better steer clear of any oil or other company that promises to pay dividends of 24 per cent. yearly. It is far safer to invest your \$2,000 in the stocks you mention—Swift, D. L. & W., Reading and Lehigh Valley.

B. DETROIT, MICH.: Intl. Mercantile Marine common has no special attractions for a person of small means. It pays no dividend. The preferred is better. It is on a 6 per cent. basis, and arrears are being gradually paid up, amounting now to about 67 per cent.

P. ALBANY, N. Y.: Pere Marquette prior preference stock is quoted at this writing at \$54 bid, \$60 asked. It is on a 5 per cent. dividend basis, having paid  $1\frac{1}{4}$  per cent on November 1, 1917, and February 1, 1918, and looks like a purchase. For a long pull Crucible Steel common is one of the best.

M. GOUVERNEUR, N. Y.: Attempts to boom Barnett Oil & Gas have ended in its serious decline. The dividend was passed, as money was needed to reduce indebtedness. It is claimed the company has good property and fair prospects. It might be a fair speculation to even up.

M. MIFFLINBURG, PENNA.: It looks like good policy to dispose of your Kresge stock and switch to something else, such as C. O. common, American Smelting, Colo. F. & L., Central Leather, So. Pac., Y. C., U. P., Midvale Steel, Union Bag & Paper, Westinghouse. Reo Motor Car Company is flourishing and the stock seems good to hold. There are few better industrials than U. S. Steel pfd.

C. SYRACUSE, N. Y.: With Government guarantee of revenue and the profits of its coal subsidiary, Lehigh Valley R. R. should be able to

maintain dividends, unless still heavier taxation of corporations becomes necessary to carry on the war. Owing to heavy capitalization, passing of dividend and unfavorable rumors Sinclair Oil has become a speculative stock. Better wait for the situation to clear up.

M. GREAT LAKES, ILL.: St. Paul ref.  $4\frac{1}{2}$ 's, yield about 6.6 per cent., interest payable in April and October, So. Ry. deb. and gen. about  $4\frac{1}{2}$  per cent., interest April and October. B. & O. first mortgage 4's, interest April and October, if held until maturity in 1948 would net over 6 per cent. They are a first-grade issue. Among fair-grade bonds yielding 6 per cent. or more are U. P. conv. 4's, 1927, interest July and January; Midvale Steel S. I. cv. 5's, interest March and September, and Chicago & No. Western deb. 5's, 1921, interest August and September.

L. HARTFORD, CONN.: The French cities bonds are reasonably safe and in case of Allied victory would be far more attractive. You could prudently invest your \$2,000 in the preferred stock of leading corporations or some of the third-grade bonds making handsome yields. Among securities worth your consideration are Beth. Steel 8 per cent. pfd., Corn Products pfd., American Woolen pfd., American Locomotive pfd., Westinghouse pfd., Rep. I. & S. pfd., C. C. & St. L. pfd., Seaboard Railway adj., inc. 5's, St. Louis & Frisco adj. 6's, Chicago Gt. Western first 4's, St. Paul conv.  $4\frac{1}{2}$ 's, C. & O. conv.  $4\frac{1}{2}$ 's, So. R. way deb. and gen. 4's, Rock Island ref. 4's, So. Pac. conv. 4's. These make better returns than dependable municipal bonds.

New York, April 27, 1918. J. SPER.

### Free Booklets for Investors

Many investors are anxious to learn how to analyze investments for safety, stability and income. To them a new booklet, "A Buyer's Guide to Good Investments," will be helpful. It can be obtained free from the Federal Bond & Mortgage Company, 93 E. Griswold Street, Detroit, Mich.

Every investor should acquaint himself with stock market methods. "The Functions of a Commission Brokerage House," a booklet issued by L. R. Latrobe & Co., 111 Broadway, New York, tells all about the business, and may be had free on request for Copy "L."

Apartment bonds, in denominations of \$100 to \$1,000 and paying 7 per cent., are offered by G. L. Miller Co., 5-1017 Hurt Building, Atlanta, Ga., and 5 Bank & Trust Building, Miami, Florida. The bonds are based on a new metropolitan building. Apply to the company for "Circular No. 152."

A recent number of "The Bache Review" makes an interesting comparison of prices of stocks over a number of years. It gives a selected list of investments showing excellent opportunities to purchase high-grade securities at bargain figures. Copies sent on application to J. S. Bache & Co., members N. Y. Stock Exchange, 42 Broadway, New York.

Only with proper foresight can investors buy and sell with success. The Warranton Charts, issued by the Financial Statistics Organization, Scranton, Pa., indicate future movements of prices and give helpful guidance. The charts are arranged by months. Particulars free. Write for circular No. 24 or send \$1 for specimen month.

To make one's investments profitable, it is necessary to know when and how to buy. A valuable aid along this line is found in "Investment Opportunities," a fortnightly publication which tells "when" and a copyrighted "Twenty Payment Booklet," which tells "how," both issued by Slatery & Co., Inc., 40 Exchange Place, New York, and both sent gratis upon request for 63 D.

The end of the Third Liberty Loan drive is in sight. If you have not already bought a bond, S. W. Straus & Co., 150 Broadway, New York, and Straus Building, Chicago, will take your subscription without profit or commission. They will also store your bonds free and give you advice regarding them. They invite you to call at their offices or to write for necessary information.

The average business man finds it difficult to forecast the course of commodity quotations. If he will consult Babson Reports, which discount disturbing factors, he will find himself helped materially. The statistics which they furnish aid one in forming a definite policy. For full particulars write to Dept. K-16 of Babson's Statistical Organization, Wellesley Hills, Mass.

The great value of public utilities to the communities they serve is becoming more fully realized and they are gradually receiving better treatment. At present many public utility securities are so low as to be unusually attractive. The well-known National City Company, National City Bank Building, New York, has prepared a well-chosen list of such issues yielding from  $5\frac{1}{2}$  to  $7\frac{1}{4}$  per cent., which will be forwarded to any investor on request for L-81.

Small investors may easily acquire first-class dividend-paying securities on the Ten Payment Plan, tested with good effect in numerous instances. It enables one to buy one share and upward on an initial deposit of 20 per cent., the balance payable in nine monthly installments. For particulars, write to E. M. Fuller & Co., members of the Consolidated Stock Exchange, 50 Broad Street, New York, for free booklet S-4 and list of investment suggestions.

In order to "help smash Kaiserism," R. C. Mezger & Co., members of the New York and Chicago Stock Exchanges, 27 Pine Street, New York, offer to provide Liberty Bonds on the Part Payment Plan, without charging commission. One who has only \$5 and can save \$2.50 a month can get under this plan a \$50 Liberty Bond. The firm's fortnightly publication, "Securities Suggestions," contains a number of articles concerning Liberty Bonds, which makes it of great value to purchasers. Mailed free to investors upon request for 12-D.

## After the Third Loan

THE third Liberty Loan campaign had no serious depressing effect on the general securities market. It merely put a check on operations in other issues. Its innocuous influence has been due to the unexpected smallness of the amount of funds called for, the higher rate of interest on the bonds and the public mind's greater preparedness for colossal government financing. Investors went "over the top" with better heart than on the two previous occasions, and there was no panicky disposition to sacrifice holdings in private corporations. If the sale dragged at times this was due to the financial inability of many willing to invest.

If final figures shall show the loan to have been heavily oversubscribed, it may prove to be the last issue of its kind required. It may provide the Government with all the money needed to carry the war to a victorious conclusion. Such is likely to be the case if the Allies should gain a complete triumph in the struggle on the western front. Should the Huns suffer decisive defeat in the protracted battle peace could not long be deferred, and our excessive war expenditures would begin to contract. That would be so great a blessing to the country as to cause an upward bound in all good securities.

Three successful Government war loans in the space of a single year have made the American people what they never were before—eager buyers of bonds. Henceforth the market for corporation senior securities must grow broader from year to year. The increasing demand will be attended with recovery in prices. Whoever shall now absorb all the bonds he can, stands sure of being handsomely rewarded after the return of peace.

## Insurance Suggestions

THERE has been a perfect mania in certain states for harassing insurance companies. Legislatures have passed all kinds of laws taxing, restricting and oppressing these organizations. For much of the injustice done there is likely to be no redress until a change in public sentiment can be effected and a more intelligent estimate of insurance enterprises shall prevail. But sometimes the inequity of the laws is corrected by the courts. An instance is supplied from Missouri.

The lawmakers of that state enacted a non-forfeiture statute which, as interpreted by the Supreme Court of Missouri, prohibited a company from foreclosing a loan on a policy by settling it out of the policy reserve, unless the borrowed money had been used to pay premiums. This law required the company to give continued insurance for such time as the excess of the reserve over any notes given to the company, on account of premium payments, would purchase. As a result, a prominent insurance man says, policyholders could borrow the reserve on their policies, lapse them and then get the reserve value a second time by purchase of continuing insurance. As construed, the nonforfeiture law has compelled companies doing business in Missouri to pay many unjust claims.

Under this law a curious case arose against the New York Life Insurance Company. A policyholder borrowed the entire reserve of his policy, and then failed to continue premium payments. The policy, therefore, according to its terms, lapsed and became void. The insured accepted the situation. He lived for six years afterward, and no move was made against the company until two years subsequent to his death, when counsel for the widow notified the company that the state law prevented forfeiture of the policy. Suit was brought for the amount of the policy and the state court decided for the plaintiff. The State Supreme Court affirmed the lower court's opinion. The

Continued on page 634



### That Foster Friction Plug Prevents Slipping

It is one of the distinctive features which have led millions of people who desire sure-footedness and safety to choose



in preference to heels that let you slip. Then Cat's Paw Heels are so comfortable. They give you a buoyant, elastic stride that makes walking a genuine pleasure.

No holes to track mud or dirt. No marring of your polished floors. Important features which make it desirable to equip the family shoes with Cat's Paws. They wear longer than ordinary heels and cost no more.

Black, white or tan. For men, women and children—all dealers Foster Rubber Company 105 Federal St., Boston, Mass.

Originators and patentees of the Foster Friction Plug which prevents slipping



## Quit Paying Top Prices for TIRES

It's an expensive habit. You can secure BUCKSKIN tires, as durable and handsome as any made, at prices from 15% to 25% lower than average tire prices. And we send them on approval if desired.

### BUCKSKIN TIRES

Plain and Non-Skid Guaranteed

are sold for less because we sell direct to you—we have no credit losses, no middlemen's commissions to pay, and no expensive city branches. Every BUCKSKIN is GUARANTEED FOR 4,000 MILES. If it doesn't serve this distance, we credit in full mileage still due, and pay expressage. Many users get 7,000, 8,000 and some even 10,000-mile service—why not you? And free repairs any time, no matter how far run.

**Express Prepaid** Send for price list and send letter with size, type and whether plain or non-skid tread is desired, and we will ship promptly. C. O. D. shipments, subject to inspection, if desired.

**L. & M. RUBBER CO.**  
Cartledge St., Carrollton, O.  
Manufacturers of Rubber Goods  
Since 1904

18-17

Our Attractive Basket Weave Non-Skid Tread



"Aw—What's the Use! Hair tonics are an old story to me. I've tried them and they all fail."



"Excuse me, friend. Here's one you haven't tried. I know, because your hair is falling out."

"Glover's Mange Medicine is a positive hair grower and dandruff remover."

**H. CLAY GLOVER COMPANY, Inc.**  
118 West 31st St., N. Y. City

## FACTORY-TO-RIDER

**SAVES YOU MONEY**

Buy direct and save \$10 to \$20 on a bicycle. **RANGER BICYCLES** now come in 44 styles, colors and sizes. Greatly improved; prices reduced. Other reliable models \$16.75 up. **WE DELIVER FREE** to you on approval and 30 days trial and riding test.

Our big FREE catalog shows everything new in bicycles and sundries. Write for it.

**TIRES**, lamps, wheels, parts and supplies at half usual prices.

Do not buy a bicycle, tires, or sundries until you get our wonderful new offers, low prices and liberal terms. A postal brings everything.

**MEAD CYCLE COMPANY**  
DEPT. W-174 Chicago

Replace the link, Renew the fuse

**ECONOMY**

renewable FUSES

cut annual fuse maintenance costs 80%

**ECONOMY FUSE & MFG. CO.**

Kinsale and Orleans Sts., CHICAGO, O. S. A.

Also Made in Canada at Montreal

**Let Cuticura Be Your Beauty Doctor**

All druggists, Soap 25, Ointment 25 & 50, Talcum 25.

Sample each free of "Cuticura, Dept. 2, Boston."

"Special Opportunities continued from page 626"

**COLLECTIONS**

"RED STREAKS OF HONESTY EXIST IN Everybody," and thereby I collect \$200,000 yearly from honest debts all over the world. Write for the story of "Ben Hur and the Bill," free. Francis C. Luke, 5th floor, Cont'l Bank Bldg., Salt Lake City, U. S. A. "Some People Don't Like Us."

**ADDING MACHINES**

**Saves Time, Labor—costs less than the average mistake.** The Ray adds with speed and accuracy of highest priced machines. Also directly subtracts. Used by U. S. Government, International Harvester Co., B. & O. Ry., business and professional men everywhere. Complete for \$25.00. Handsome desk stand free. Send no money, but write for 20 day free trial. Ray Company, 2133 Candler Bldg., New York.

**BUSINESS OPPORTUNITIES**

**Big Opportunity for Sales-Manager** capable of handling exclusive rights. Wonderful, new \$7.50 Adding Machine. Does work of \$300 machine. Five Year Guarantee. Write Dept. L. Calculator Corporation, Grand Rapids, Mich.

**CORRESPONDENCE SCHOOLS**

**Learn Aviation—We Secure Positions.** We teach the "ground work." Send for our free book, "Science of Aviation." Study at home in spare time. Expert Corps of Instructors. National Aero Institute, Dept. 1015, Morton Bldg., Chicago.

## Insurance Suggestions

Continued from page 633

insurance company, however, appealed to the United States Supreme Court, claiming that the proceeding was unconstitutional, as it sought to deprive the company of property without due process of law, and also deprived the parties to the contract of their liberty of contract. The national tribunal of last resort reversed the State court decisions on the ground that the statute in question "transcends the power of the State."

The fangs have thus been drawn from one objectionable law. Every fair-minded person desires to have the rights of holders of policies in insurance companies properly protected, but every fair-minded person will be glad that a great and square-dealing insurance company is also given judicial protection.

**J., PITTSBURGH, PENN.:** The smaller company you mention may be safe, but it cannot compare with the Prudential Insurance Company of America. The latter is great, prosperous and reliable. During 1917, all previous records of the company were surpassed, both in business added and business continued.

**C., RICHMOND, VA.:** The safety of insuring in the New York Life is beyond question. It is a powerful and square-dealing company. Its progress in 1917 was remarkable. It has assets of nearly \$1,000,000,000 and immense reserves. It is also lucky, its mortality rate in 1917 having been the lowest in its history.

**P., CLEVELAND, OHIO:** The record of the Equitable Life Assurance Society makes it entirely worthy of confidence. It had in 1917 its largest single year. Its assets and reserves are increasing steadily. I cannot detail here its numerous kinds of policies, but you can write to the company for its booklets giving full particulars.

**N., PEORIA, ILL.:** Each of the different kinds of insurance you inquire about—accident, health and automobile—may be had from the "Two Hartford's," viz., the Hartford Fire Insurance Company and the Hartford Accident and Indemnity Company, Hartford, Conn. They sell every kind of insurance, except life and are perfectly dependable.

**R., PHILADELPHIA, PA.:** Probably the cheapest straight life policy you can get is one the Postal Life Insurance Company offers. At your age, it will cost only a few cents a day. You can get full information by writing to the Postal Life Insurance Company, 511 Fifth Avenue, asking for its circulars. State your age, in so doing, and mention LESLIE'S. This company is enabled to make low insurance rates because it is not conducted on an expensive agency plan.

HERMIT.

## Shows in New York

Attractions to which you may safely take your daughter

**Aeolian Hall** Concerts Leading artists in recitals

**Astor** Fancy Free Lively musical show

**Belasco** Polly with a Past English wit

**Bijou** A Pair of Petticoats

**Booth** Seventeen Tarkington's story

**Broadhurst** Maytime Charming romance

**Carnegie Hall** Concerts Music by leading organizations and soloists

**Casino** An American Ace War melodrama

**Cohan & Harris** A Tailor-Made Clever and well-acted comedy

**Criterion** Happiness Laurette Taylor at her best

**Maxine Elliott** Eyes of Youth Unusual melodrama

**Eltinge** Pleasure Potpourri, funnier than ever, as film magnates

**Empire** Belinda Ethel Barrymore in new comedy

**Gaiety** Sick a Bed Brisk farce

**Globe** Jack O'Lantern Leave Fred Stone assisted by wonderfully trained chorus

**Greenwich Village** short plays Varied bill

**Hippodrome** Cheer Up Mammoth vaudeville

**Hudson** Nancy Lee New play by Eugene Walter

**Liberty** Going Up Amusing farce and music

**Lyceum** Tiger Rose Melodrama in true Belasco style

**Miller** A Marriage of Convenience Billy Burke in revival

**Morocco** Lombardi, Ltd. Lively comedy about a designer of gowns

**New Amsterdam** The Rainbow Girl Bright musical show

**Park** Seven Days' Exciting war melodrama

**Playhouse** The Little Teacher Comedy with heart appeal

**Plymouth** A Doll's House Drama in Ibsen

**Princess** Oh, Lady, Lady! Lively musical show

**Punch & Judy** April Comedy drama

**Shubert** The Copperhead Amazingly fine acting by Lionel Barrymore

**Vanderbilt** Oh, Look! Light musical show

**Vieux Colombier** The Servant in the House Famous Play revived

**39th Street** A Cure for Curables Wm. Hodge in cheerful comedy

**48th Street** The Man Who Stayed at Home Catching spies

**RATHER MORE SOPHISTICATED**

Comedy Salome Frank play by Wilde

Cor-Flo Flo-Flo Snappy revue

Republic Parlor, Bedroom and Bath Frisky farce

Winter Garden Sinbad For the tired business man

## Buyer's Guide for Leslie's Readers

You can learn a great deal about what you're thinking of buying by writing to the manufacturers for their catalogs—especially if you don't know of a convenient store where you can look at the goods themselves.

Most manufacturers publish complete catalogs about their products, and are glad to send these to any inquirer who is genuinely interested.

Even if you're not sure of buying the article right now, it's a good thing to send for the catalog and "read up" on it; then when you are ready to buy you'll be sure of buying the right product, and you'll know exactly the kind of service you can expect from it.

And frequently your finding out more about it now will make you want to get it a good deal sooner than you anticipated.

Here are some brief reminders typical of the great variety of prospective purchases you can learn about through the advertising columns of LESLIE'S:

**Adding Machine**—Total price only \$44.50. You pay \$3 down and \$3 a month. Free booklet from Typewriter and Adding Machine Division, Dept. 2442, Chicago.

**Agents**—Marvelous wireless toy sells quickly at good profit. Free particulars from Mandel Toy Co., 1457 West Congress St., Chicago, Ill.

**Almanac**—Velvet Joe's Almanac for the year 1918 free from Velvet Joe, Folsom Ave., St. Louis, Mo.

**Auto Bumpers**—Supply your dealer's name and Gaines Mfg. Co., 769 So. Peirce St., Milwaukee, will send catalogue.

**Banking by Mail**—4% interest. Free booklet "L." The Citizens Savings & Trust Co., Cleveland, O. (Assets over \$65,000,000.)

**Bicycles**—Factory-to-rider prices. Catalog free. Mead Cycle Co., Dept. W-174, Chicago, Ill.

**Bicycles**—Easy monthly payments. Free catalog from Arrow Cycle Co., Dept. 4443, 19th St. & California Ave., Chicago.

**Bonds**—6% first mortgage bonds. Denominations \$100 to \$500. Send for free booklet, "A Buyer's Guide to Good Investment." Federal Bond & Mortgage Co., 90 E. Griswold St., Detroit, Mich.

**Brushes**—All kinds. Illustrated literature free from John L. Whiting, J. J. Adams & Co., Dept. L, Boston, Mass.

**Business Training**—To those determined to secure sound business training Alexander Hamilton Institute, 313 Astor Place, New York City, will send a very interesting 112-page booklet entitled "Forging Ahead in Business."

**Business Opportunity**—In each town for man with a few dollars to make money in Popcorn Crispette business. Free illustrated circular from W. Z. Long Co., 1387 High St., Springfield, O.

**Business Opportunity**—Big profits bowling alleys. Ten-Pinnet Co., Dept. 9444, Indianapolis, Ind., will send particulars.

**Business Statistics**—Weekly service of fundamental statistics presented in ways most practically useful to business executives and to investors. Free particulars from Babson's Statistical Organization, Dept. K-18, Wellesley Hills, Mass.

**Canoes**—Free catalog from Old Town Canoe Co., 773 Middle St., Old Town, Me.

**Carburetors**—The New Stromberg helps the world's record for fuel economy. Free literature from Stromberg Motor Devices Co., Dept. 211, 64 East 25th Street, Chicago. Give name, model and year of your car.

**Chemical Products**—for factory and laboratory. Ask for free information on any product in which you are interested. Du Pont Chemical Works, L. W. Equitable Bldg., New York City.

**Cook Books**—Corn Products Cook Book and Mazola Book of Recipes sent free by Corn Products Refining Co., P. O. Box 161, New York.

**Correspondence Courses**—Courses in engineering, architecture, chemistry, salesmanship, illustrating, bookkeeping, traffic management, automobile operation, agriculture, etc., etc. Free particulars about correspondence courses in any subject in which you are interested. Mention present occupation. International Correspondence Schools, Box 4196, Scranton, Pa.

**Deafness**—Free booklet showing how and why the Morley Phone affords relief. 100,000 sold. The Morley Co., Ferry Bldg., Dept. 774, Philadelphia.

**Diamonds**—Easy payments. Free catalog of diamonds, watches, jewelry, sent by Loftis Bros. & Co., Dept. L875, 108 N. State St., Chicago, Ill.

**Diamonds**—Bargain bulletin of diamonds, watches and other jewelry free from Jos. De Roy & Sons, 1336 De Roy Bldg., Pittsburgh, Pa.

**Envelope Bags**—Economical for mailing small packages, samples, etc., with letter attached. Free samples and booklet from Bemis Bro. Bag Co., 637 S. 4th Street, St. Louis, Mo.

**Health**—Free copyrighted books, "Conscious Evolution" and "The Science of Life," sent by Alois P. Swoboda, 2123 Berkeley Bldg., New York City.

**Health**—Interesting booklet about Sanatogen, endorsed by 21,000 physicians, sent free by Bauer Chemical Co., Inc., 26M Irving Place, New York City.

**Household Economy**—Woolson's Economy Expense Book saves time and money for you by keeping track of income and expenses in systematic manner. Sent on free trial if you write George B. Woolson & Co., 120-8 West 32nd St., New York, saying that you will return in five days or else pay \$2 for it.

**Investments**—Free circular No. C-893 describes well-diversified list of sound 6% bonds. S. W. Straus & Co., 150 Broadway, New York, or Straus Bldg., Chicago.

**Investment Opportunities**—Free hand book 60-D from Slattery & Co., 40 Exchange Place, New York City.

**Investment Service**—Information based on fundamental statistics. Weekly service. Particulars free from Babson's Statistical Organization, Dept. K-18, Wellesley Hills, Mass.

**Liberty Bonds**—Of interest to owners and prospective owners of Liberty Bonds. Ask for "L-155," United States War Financing, sent free by The National City Co., National City Bank Bldg., New York.

**Liberty Bonds**—Free booklet H-4, "Your Liberty Bond," sent by John Muir & Co., Members N. Y. Stock Exchange, 61 Broadway, New York.

**Lockers**—Steel lockers afford protection from fire. New catalog free from Durand Steel Locker Co., 1570 Ft. Dearborn Bk. Bldg., Chicago, Ill.

**Lubrication**—Free 56-page booklet containing complete discussion of lubrication problems, and list of troubles with remedies, applied to automobiles, motorcycles, tractors and motorboat engines, from Vacuum Oil Co., 61 Broadway, New York City.

**Men's Clothing**—New York tailoring, \$15 to \$35. Free style book and 52 samples from Bell Tailors, Dept. G., 134 Walker St., New York.

**Motor Trucks**—Seven models, 4 to 5-ton. Write on business stationery for free book on any model interest. Republic Motor Truck Co., Inc., Dept. K, Alma, Mich.

**Oil**—Liberal sample, free, with Dictionary of uses from Three-in-One Oil Co., 165 CEF, Broadway, N. Y. City.

**Puncture-Proof Tubes**—5,000 miles guaranteed—Free tube and tire catalog from The Tolliver Tube & Tire Co., 337 Tolliver Bldg., Denver.

**Racks**—Catalog of fireproof Durand Steel Racks for use in commercial storerooms, sent free by Durand Steel Locker Co., 1570 Ft. Dearborn Bk. Bldg., Chicago.

**Revolvers**—Illustrated catalog No. 17 about revolvers, automatic pistols and automatic machine guns sent free by Colt's Patent Firearms Mfg. Co., Hartford, Conn.

**Seeds**—216-page seed catalog, with 103 colored illustrations, sent free, if you ask for Burpee Book No. 4, by W. Atlee Burpee & Co., Burpee Bldg., Philadelphia, Pa.

**Securities Suggestions**—Sent free on request for 7-D Securities Suggestions by R. C. Megargel Co., Members New York and Chicago Stock Exchanges, 27 Pine St., New York.

**Service Flags**—also photo-cards and service flag pins. Particulars free from United Service Flag Co., 1156 Schofield Bldg., Cleveland, O.

**Shock Absorbers**—For Ford cars—particulars of 10-day free trial offer sent by Robert H. Hassler Inc., 562 Naum St., Indianapolis.

**Shoes**—\$3 to \$8 per pair. Free booklet showing how to order shoes by mail sent by W. L. Douglas Shoe Co., 151 Spark St., Brockton, Mass.

**Shoes**—Designed by army surgeons—very comfortable and long-wearing. Free catalog from Jos. M. Herman Shoe Co., 807 Albany Bldg., Boston.

**Stocks**—Profitable investments in high-grade securities. Ask for free circular L-42, "Partial Payment Plan," from L. R. Latrobe & Co., 111 Broadway, New York.

**Success**—"Power of Will," which has made many men successful, sent without charge for free examination. Write Peltton Publishing Co., 47-F Wilcox Block, Meriden, Conn., that you will either return book in 5 days or remit \$3.

**Ten-Pinnet**—Bowling without pin-balls—Money-making business opportunity on small investment. Easy payments out of profits. Full particulars free. Ten-Pinnet Co., Dept. 2443, Indianapolis, Ind.

**Tent Couch**—For outdoor recreation. Interesting booklet sent on request by Restey Tent Couch Co., 2209 East Lake St., Minneapolis, Minn.

**Tires**—Low prices, 4,000-mile guarantee. Free illustrated book, "The L. and M. Rubber Co., Cartledge St., Carrollton, O."

**Tire Protectors**—20,000 miles from tires guaranteed—the road-wear is on the protectors, not the tires. Free trial offer and catalog from Bukoff Mfg. Co., 37 Second St., Stevens Point, Wis.

**Tire Repair Business**—500 men needed to establish profitable agencies in National Tire Repair Service. Small capital required. Free particulars about money-making opportunity and about free school of tire-repairing. Haywood Tire & Equipment Co., 746 Capitol Ave., Indianapolis, Ind.

**Typewriters**—The Oliver Typewriter, formerly \$100, now \$40. De Luxe Catalog and book "The High Cost of Typewriters—the Reason and the Remedy," free from The Oliver Typewriter Co., 1044 Oliver Typewriter Bldg., Chicago, Ill.

**Typewriting**—New way—80 to 100 words a minute—full particulars free from The Tullios School, 443 College Hill, Springfield, O.

**Vibrators**—Free Book, "Health and Beauty," telling what physicians say about vibration, sent by Lindstrom, Smith & Co., 1100 S. Wabash Ave., Dept. 8443, Chicago.

**Watches**—Easy payments. Color illustrated catalog free from Burlington Watch Co., Dept. 2443, 19th & Marshall Blvd., Chicago, Ill.

**Watches**—\$2.50 a month. Free watch book from Santa Fe Watch Co., Dept. 226, Topeka, Kansas.

**Watches**—Easy payments. 112-page watch and jewelry catalog free from Alfred Ware Co., Dept. 873, St. Louis, Mo.



# Surely Sober Second Thought Will Prevent Any Such Blunder

In an interview given on the occasion of the former effort to increase radically the postal rate on the advertising sections of magazines, Woodrow Wilson, then Governor of New Jersey, was quoted as follows:



He  
Said:

"It must be that those who are proposing this change of rates [magazine postal rate increase] do not comprehend the effect it would have. A tax upon the business of the more widely circulated magazines and periodicals would be a tax upon their means of living and performing their functions.

"They obtain their circulation by their direct appeal to the popular thought. Their circulation attracts advertisers. Their advertisements enable them to pay their writers and to enlarge their enterprise and influence.

"This proposed new postal rate would be a direct tax, and a very serious one, upon the formation and expression of opinion—its more deliberate formation and expression just at a time when opinion is concerning itself actively and effectively with the deepest problems of our politics and our social life.

"To make such a change now, whatever its intentions in the minds of those who propose it, **would be to attack and embarrass the free processes of opinion.**

"Surely sober second thought will prevent any such mischievous blunder."

When the British in 1774 desired to curb the growing spirit of independence among our forefathers, they raised the postal rates on the newspapers and periodicals of that day to a prohibitive cost.

Now, one hundred and forty-four years later, a Congress of the United States raised postage rates on newspapers and periodicals by increases of from 50 to 900 per cent. The logic of high cost is inevitable—reading will be decreased. The economic law that huge cost means decreased consumption is quite inevitable whether it is put in action by autocratic royalty or by the hasty thoughtlessness of our republic.

This restriction by huge postal increases on such reading matter is made at a time when this country is passing through the greatest crisis in its history; when the widest possible reading is to be desired for information as to the great problems we are dealing with; and when every stimulus to patriotism and self-sacrifice is vital to our idealism.

And yet in such a time and under such circumstances Congress passed a law that will limit, through huge postal increases, the circulation of periodicals and periodical reading by tens of thousands of readers.

It was not a war tax. For Congressman Claude Kitchin, Chairman of the Ways and Means Committee, who is its champion, stated "the provision increasing the rates on second-class" (magazines and periodicals) "mail matter proposed is not in the nature of a tax." And, continuing, he added: "We propose for this provision to continue after the war terminates." It is, therefore, admittedly postal legislation—and yet postal legislation that never emanated from the Postal Committee of Congress or was passed upon by it!

It was not a war tax. Even though it was imbedded as a "rider" in the War Revenue Act by the House of Representatives and the country compelled to take the rider or see the vital War Revenue Act held up—after the United States Senate had twice rejected it—and in that same session after full hearings and discussion were refused by the Ways and Means Committee.

As to a war tax necessity: the periodical publishers offered the entire profits of their business during the war as tax revenue to Congress in place of this destructive legislation that means destruction of reading as well as of publishing.

This 50 to 900 per cent postage increase on the periodical reading matter of the nation was accomplished by enacting a postage "zone" system, whereby readers remote from the city of publication are penalized by increasing heavy postage charges according to the extent of the remoteness of their home. This "zone" postal system and principle was abolished by President Abraham Lincoln in 1863. And since that date postal commissions investigating postal affairs have denounced such a "zone" system as has now been imposed.

This is the law—the most disastrous and destructive law ever passed in the history of postal legislation! Huge postage increases will destroy reading and the opportunities for periodical reading today just as certainly as it did in 1774, when the old royal and despotic authority deliberately raised postage rates for the purpose of destroying reading matter and its accessibility.

The proponents of this destructive postal legislation have claimed that there was a postal deficit. The United States Post Office Department showed that the revenues exceeded all expenses last year by \$9,836,211.90 (Report of Postmaster General).

The proponents of this disastrous postal law claim that the Post Office loses eighty millions of dollars a year in the magazine postal service to the readers of this nation. The Postmaster General's report for last year shows that the "total shipments of periodicals by freight" during the year 1917 consisted of 4,367 carloads weighing 127,298,781 pounds at a cost of \$686,608.75—or a shade over one-half cent a pound! They receive one cent a pound.

**And Canada sends all periodicals from anywhere to anywhere in Canada at one-quarter of a cent a pound. Why should readers of this nation be given less progressive legislation than Canada?**

The guesswork "cost" figures advanced by the proponents of this disastrous law were shattered by Congressman Steenerson of Minnesota in Congress, when he showed that if such "cost" figures were correct that the Government must have spent \$500,000,000 for periodical mail when, as a matter of fact, the Department spent only \$306,000,000.

The words of Woodrow Wilson are noteworthy. They might have been written yesterday, so apt is the description and so pointed and stinging is his indictment of the dull folly and destructiveness of this postal legislation.

"Surely sober second thought will prevent any such mischievous blunder."

Will you help to repeal this unjust and disastrous law?

Write to your Congressman at once. If you don't know who your Congressman is, ask at your post office.

Bring these facts to the attention of your church, your society or the organization to which you belong; adopt resolutions demanding the repeal of this destructive law. Send a copy to me.

Hundreds of associations—business organizations and women's clubs—have adopted resolutions denouncing this destructive postal law. *Be one of them!*

Discuss it with a friend now and then—and if you will help—enroll and send your name, address and State to Charles Johnson Post, 200 Fifth Avenue, New York City.

# Jascha Heifetz



## This brilliant genius of the violin makes records only for the Victrola

Proclaimed throughout Europe as a violinist whose gifts rank him among the great of the generation, this young Russian's first visit to America aroused unusual interest.

His successes abroad have been duplicated in this country. By the astonishing magic of his bow, he has established himself in the affections of the American public. And he has taken his place with the world's greatest artists who make Victrola Records exclusively.

The Victrola Records by Heifetz bear convincing testimony to his wonderful mastery of the violin.

Any Victor dealer will gladly play for you Victrola Records by Heifetz or any other of the world's greatest artists. He will also demonstrate the various styles of the Victor and Victrola—\$10 to \$400. Period styles to order from \$375 to \$950.

Victor Talking Machine Co., Camden, N. J., U. S. A.  
Berliner Gramophone Co., Montreal, Canadian Distributors

**Important Notice.** Victor Records and Victor Machines are scientifically coordinated and synchronized in the processes of manufacture, and their use, one with the other, is absolutely essential to a perfect reproduction.

New Victor Records demonstrated at all dealers on the 1st of each month



## Victor Supremacy